

PREVIEW: SUZUKI'S RM250 AND RM370

IND **MOTOCROSS**
34485
ACTION MAGAZINE

DECEMBER 1975

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REPLICA**

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SUPERBOWL**

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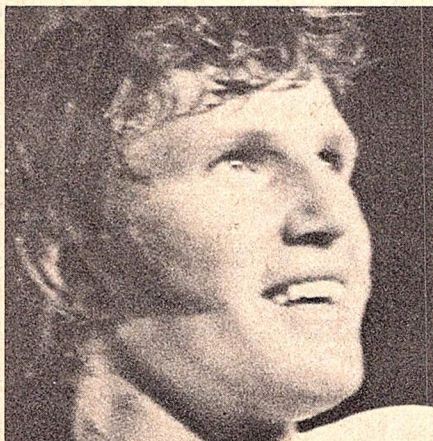
Hodaka Super Rat
100cc MX.

DECEMBER 1975

next issue on sale December 4



PREVIEW



SUPERBOWL



BUILDING THE INDOOR TRACKS

MOTOCROSS

VOLUME THREE
NUMBER TWELVE

ACTION MAGAZINE

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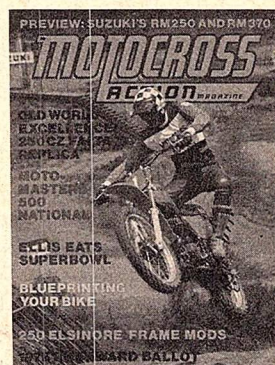
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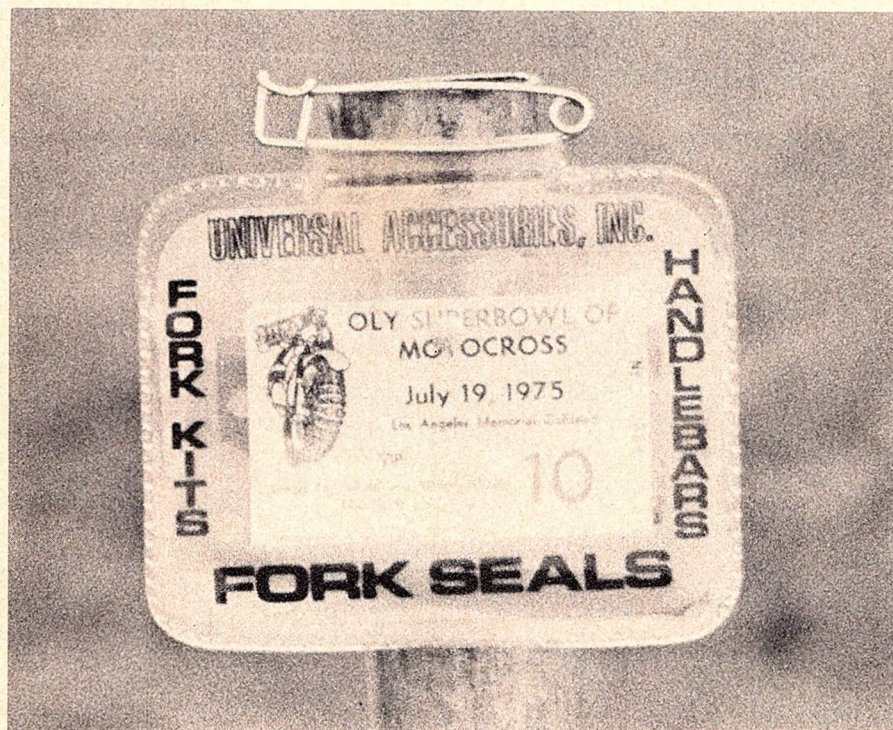


(Cover Photo: Holley)

Hot shot test rider, Al Baker, smokes the new RM370 Suzuki around the Carlsbad course, much to the delight of the Suzuki factory reps during the preview of their new models for MOTOCROSS ACTION.

ON THE MAINJET

By DICK MILLER



A pseudo-footballer built like a gorilla was in close pursuit of the Bazzar (Paul) as I approached the starting gate and the pit area of the Superbowl of Motocross. (Details of this will follow.) You think it's easy being a magazine reporter, editor, photog or whatever, getting to attend all the big races, having the best seat in the house and talking to your favorite riders, right? Well, sometimes it's neat and sometimes it's a bitch. The Superbowl rates as a superbitch for magazine people.

As I approached the press gate of the Los Angeles Coliseum there was a small mob formed at its entrance. The whole staff of *Dirt Bike* and people from *Pop Cycling*, *Cycle Guide*, *Cycle News*, *Modern Cycle* and almost every other bike magazine were there outside trying to get in. *Cycle World* owned a piece of the action, since they're owned by CBS, who was televising the event. They had no problems with

credentials! You have to understand that all credentials are arranged for in advance and we're told when and where to pick them up. Ours said to be there from 5:30 to 9:00 p.m., as did everyone else's, but it was after six and things were just getting started. Practice and qualifying were already happening and we couldn't get in.

When Paul and I finally got our credentials we headed for the infield at the bottom of the Coliseum, lugging our camera gear as we hustled to catch the end of qualifying. When we got to the infield we were stopped by a guard and asked for our credentials. There were guards posted every 30 to 50 feet around the infield, and these guards were made up mostly of college footballers. They were given specific instructions by the promoter on what they were to do, and they were doing it.

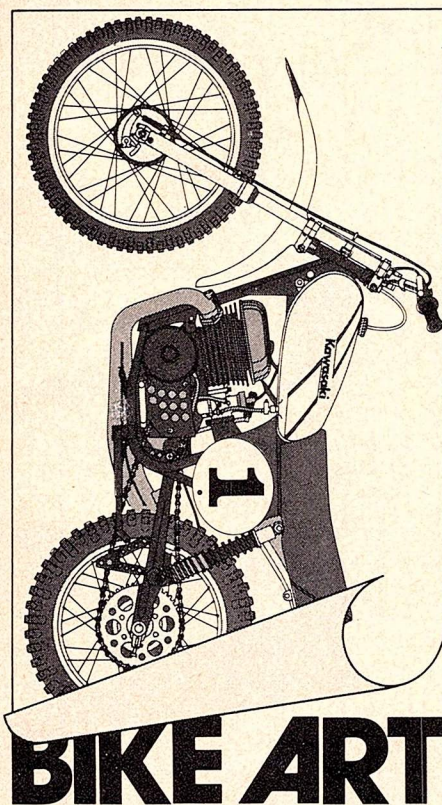
In our case, we were told that we

couldn't go into the infield until 8:00 because we didn't have the right credentials. According to the guard's list, which he showed us, we'd have to wait. It was now 7:00 and the High School semifinals were in progress. Paul decided to go sit down in the stands rather than argue with robots while I pursued the matter. Brad Zimmerman of *PopCycle* joined me, because he knew that I was going to get in. While he watched my gear I went back upstairs (to ground level) to look for someone to let us on the field.

You could have held a motorcycle press convention at the hot dog stand. No one was on the field covering the races because of the credential problem. Most of us held a #10 credential which, it stated, was good for access to Press Room, Infield and Spectator areas. In my case, this is what I was given when I asked for a pass to get me anywhere a rider could go, and then some. It was supposed to be the ultimate.

When I told one of the Superbowl promoter people the problem, he thanked me and said that he would get it announced on the P.A. system so that the guards would let us (press) in to cover the races. After that I got a hot dog and headed back down to the infield, confident that everything was taken care of. Brad was in full command of our gear as I arrived. I guess I should have gotten him a hot dog.

Picking up our camera gear, we started to cross the track — and another guard stopped us with the same list. I told him they were announcing it on the P.A., but he said he hadn't heard it yet. Neither had I, come to think of it. We headed for the scorer's table at the 50-yard line where the AMA was holding a firm position. Seeing Mike DiPrete, the National MX Referee, with his walkie-talkie, I asked him if he could get anyone of importance on the other end of that thing to help rectify our problem. He talked to an unknown voice on the other end and told them that the races were happening and the press wasn't being allowed in to cover them. Mike listened a bit and then handed the black box to the closest guard, who listened and then escorted us across the track. Brad seemed pleased with me until we were accosted by another guard on the infield telling us that we weren't allowed on the infield till 8:00. Brad



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walked off mumbling while I told the guard that Mike Goodwin, the promoter, was my brother. From then on it was hide and seek till 8:00 p.m.

As the 250 International class was being lined up at the starting gate I moved across the track heading for the pits, which were right next to the start line. Paul was coming out of the pits with a guard the size of King Kong right behind him. He had a grin from ear to ear on his way by and warned me not to mess with that one. Not knowing that my pass wouldn't let me in the pits or at the start line, I headed innocently into King Kong's lair. I had no more than fired off a couple of shots with my trusty Minolta when this guy told me I was going to have to leave. He said my credentials weren't good in the pits. I told him it was supposed to get me anywhere, and if not, what pass did I need? He pointed to a #11 which an AMA official had and then told me to leave again. He was one of those guys who wants you to argue with him so he can get hostile; he had that look. Someone called to me just as I was leaving, and I told my escort I'd only be a minute. He said NO and that I was leaving NOW.

Thinking this was probably a mistake and that it was another number mixup, I headed for the pits about a half-hour later, carefully avoiding King Kong. I lasted about ten to 15 minutes before he caught me. I had been watching him hassle a bunch of other guys while I was staying out of sight, and I couldn't help but notice how much he enjoyed what he was doing. When he realized he'd already thrown me out once he started to bristle, just waiting for me to defy him. I started to leave and after going about ten feet I turned and focused on his glaring face and told him to smile, I was going to make him famous. He didn't know how!

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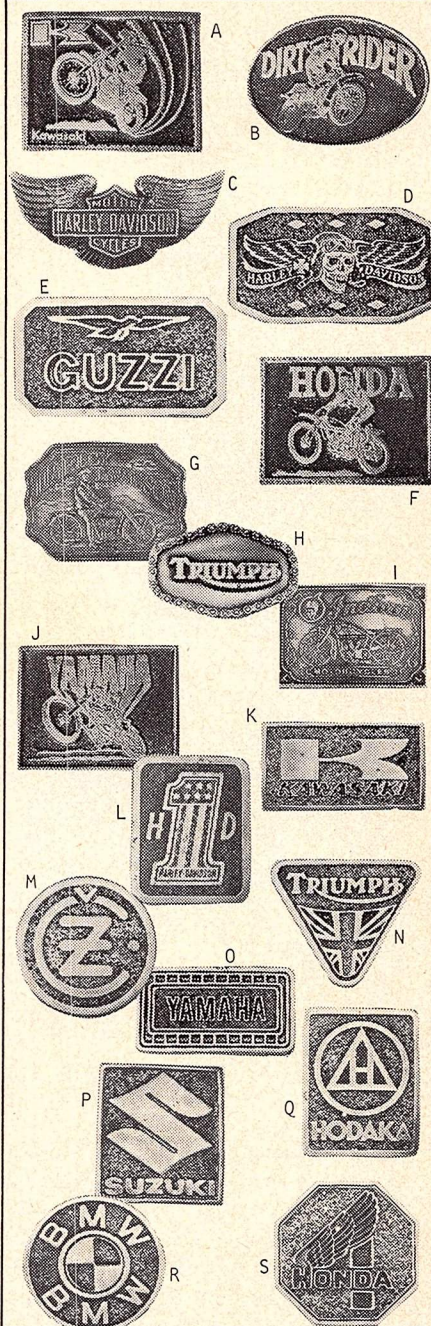


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Came close this week. I went from Sunday to Thursday without eating or even *buying* one crumb of junk food. Not even an Oreo. Then Friday came and I caved in like an empty beer can. The hankerin' I had for something to munch would've crumbled the willpower of an Apache. I actually wrote down on my shopping list right between "cheese" and "cat food": "choc donuts." When I break, I really come apart at the seams. The whole box went down with two glasses of milk in a single moto. What pleasure.

Junk eating is one of the few things I have a natural talent for. On the other hand, my mechanical endeavors as of late seem to indicate that the talent for spinning wrenches was handed out while I was being fitted with a sweet tooth. I mechanic like I race motocross. Everything I do I have to learn by trial and error. Even then, there are certain things I

can't do right no matter how many times I do them wrong. In at least 137 attempts, I have never failed to forget to put back the distributor rotor after setting the points on my truck. For me the procedure to follow after setting the points is to put the distributor cap back on, close the hood, get in the truck, try to start the engine, get out of the truck, raise the hood, take off the distributor cap, take the rotor out of my pocket where I put it so I wouldn't forget it, stick it on the distributor, put the cap back on, close the hood, get back in the truck and start it up.

But compared to what I did to my truck last week, forgetting the rotor is a mere *faux pas*. Whilst monkeying with the oil pump, I somehow got the confounded thing in backwards. It wouldn't've been all that serious if the pump shaft didn't run the distributor, but it does. When I tried to start it, it sounded just like I had left out the rotor, but since I hadn't taken the rotor out, that was not the problem. The dunderhead in me was stirred and I tore into the engine in search of the fault. I came to the conclusion that the camshaft was 180 degrees out of phase, so I pulled everything out and turned the camshaft around. Now it was in agreement with the distributor, but not with the crank. So, my dim-wittedness running at full song, I disconnected everything to the crank and turned it around to jibe with the cam, the distributor and the stupid oil pump. Everything works fine, now, but it took two days. You wonder why this magazine gets a little weird now and then.

Things aren't much different on the motocross track. Once at Saddleback I stuck my foot in the exact same hole three laps in a row. The first time ripped the toe cleat off, the second time tore the sole back to the heel and the third time wrapped my foot around the peg like a window shade. My poor hoof was so thrashed it took a whole two laps for it to regain enough function to shift the bike out of second gear. I looked down at it to see if it was still there and it was draped over the footpeg like a banana peel. The next time around I tried to get so far away from the hole that I jammed my other foot into the fence. The only profound revelation I gleaned from

the entire experience was that a double limp cancels itself out and you just have to walk around the pits all day like you pooped in your leathers.

Photography seems to be one activity for which the possibility of a small kernel of talent existing within that gooey pile of half-digested Snickers I call my "inner self" may be a reality. But that kernel finds its way to my picture-taking finger with the regularity of a total eclipse. One day I can capture miracles of form and drama every time I push the button, while most of the time everything I take looks like illustrations for a bedtime storybook.


One consistent problem is photographing girls with a zoom lens. I believe that when you see a person, you have to see her as a complete unit from head to toe, but with a zoom lens you have to be standing about 50 feet away to get a good head-to-toe shot. So that invariably leaves you in a situation where you see somebody you like and you have to turn around and run away from her. She probably ends up thinking she scared you.

But after a while you begin to calculate precisely the critical distance and you find yourself doing broken field running through the pits.

I was at the U.S. Grand Prix talking with Bengt Aberg. "Well, Bengt," I said, "you sure were picking good lines in practice." Bengt smiled at me and went on helping his mechanic remove the engine from his Bultaco. Suddenly I jumped back clutching my camera. "Holy Smokes!" I gasped. "Look at that girl!" She was, to say the least, dyn-o-mite. With the proficiency of an all-star running back, I broke into a sprint across the pits, faked to the outside around Willi Bauer, pivoted past Arne Kring, executed a series of hurdles through the CCM pits and put a beautiful head fake on Gerrit Wolsink. Hitting my spot, I button hooked, raised my camera and fired off a perfectly framed shot of the backs of eight guys talking to the girl.

A while later I was hanging around the Suzuki pits talking with Roger DeCoster. "Roger," I said, "you sure looked smooth out there in practice." Roger smiled at me and went back to cutting the boot off his

broken ankle. Suddenly across the pits I saw the bright flash of a bobbing blonde head streaked with a white smile and the shimmer of a slender tan body precariously encased in yellow shorts and a tiny "Do It In The Dirt" halter. Ah HAH! This time I was ready. I had my wide-angle lens affixed to the trusty Nikkormat and could get a complete unit shot from only three feet away. But she was 40 yards away. I sprang into action, breaking to the left and vaulting Pelle Peterson's toolbox. Past the CZ pits I body faked Jiri Stoldulka and blazed by Gilbert DeRoover standing in front of the port-a-cans. Just like O. J. Simpson going up the middle, I leaped a string of Pennzoil banners, sprawled before this divine creature and fired off 12 frames of film. Then her six-foot-ten boyfriend picked me up by my camera strap, carried me to the pit gate, deposited me outside, tore off my press pass and ate it.

Maybe that's why I've chosen to seek distinction as a Grand Prix junk eater. After all, what damage can you do eating a whole bag of frozen Almond Windmills? Excuse me, I have to go to the bathroom. 

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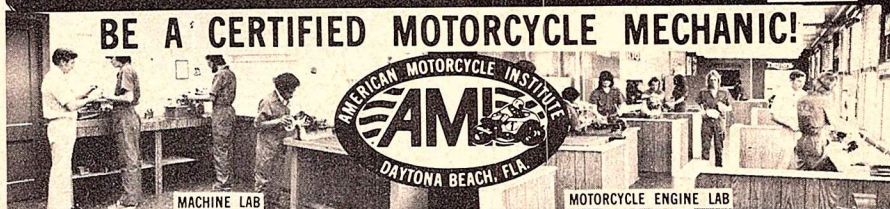
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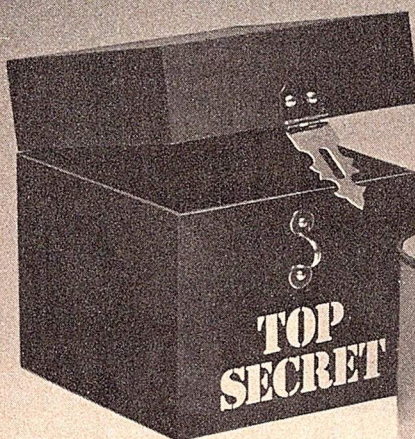
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DIRT

By Holbert Holquist

Dick and Paul are buzzing all over town and commute to work on street bikes besides spending the rest of their time in the dirt. When Dick was backing his bike out of a space in a parking lot recently a big Cadillac was waiting to pull in. The driver leaned his head out the window and called Dick over. He said, "You know, I pay the same amount for a haircut as a bald guy so it's only fair that a motorcycle should be able to take a whole parking space." Weird people in Encino!

* * *

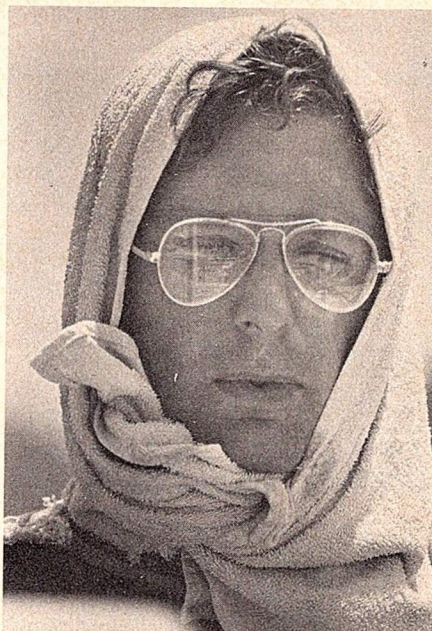


Bombardier (Can-Am) was bought out several months ago by a big conglomerate by the name of Montreal Locomotive Works (MLW). Budget cuts did away with their ISDT team entry in this year's event, but nothing has happened so far to change their motocross efforts and it's business as usual. They sponsored a nine-event Can-Am National Series for amateurs, with the finals being held in Baldwin, Kansas.

* * *

Brad Lackey became the first American to win a 500 GP — is the way Husky's ad read in a recent issue of *Cycle News*. In actuality Brad won one moto of the Luxembourg GP but didn't get the overall, even though we would have liked to have seen it happen, and as Husqvarna claims sort of sneakily that it did. Then you have to take into consideration the Canadian GP, which was won by Pierre — who is now considered an American by AMA standards. It's gonna get confusing!

* * *



I procured this exclusive photo of Gunnar Lindstrom shown leading the Swedes out of Norway.

* * *

In 1976 look for Full House, a division of Fuqua, to market a full line of Tony DiStefano accessories. They're the guys who promoted pool hustler Willie Mosconi and bowler Dick Weber through their other companies. Tony is in good hands.

* * *

Californians, with their ambitions to be first in everything, are trying to be the first to kill off the two-stroke motorcycle. Dick's sister, who works for a big ad agency, forwarded a memo titled "Ecology Roundup," and it explained how California now has the first motorcycle air pollution control regulations in the nation, and more than likely in the world.

Any motorcycles manufactured for sale in California on or after January 1, 1978, have to meet a hydrocarbon exhaust emission standard of ten grams per kilometer. In 1980 it drops to five, and 1982 to one gram per kilometer. The manufacturers of two-stroke motorcycles protested, and the result is a three-phase regulation made by Robert Sawyer, a professor of automotive engineering, which he says will give the industry time to seek alternative methods of meeting the standard or to SWITCH TO THE LESS POLLUTING FOUR-STROKE MOTORCYCLES. This includes dirt bikes! Shades of the catalytic converter legislation.

Speaking of pollution, the MIC has posted a \$100 contingency award to the rider with the quietest bike in the official sound test during each event of the Trans-AMA Series. In order to compete in any of the T-A events a motorcycle must not emit more than 110 db's measured on the "A" scale 20 inches directly behind the machine with it operating at half its peak speed.

* * *

One of the *Dirt Bike Magazine* staffers told me that out of their five staffers only one owns a "dirt" bike and even it is a trials type. You can guess which guy told me this bit of gossip.

* * *



* * *

LOS ANGELES BUMPER STICKER: I SHOT AN ARROW INTO THE AIR, AND IT STUCK!

* * *

We've been getting lotsa letters from high-schoolers who want their school to start high school MX for phys. ed. credit, but don't know how to go about it. If you write Jim Manning at S.A.M. (Scholastic Assn. Motorsport), P.O. Box 23, East Irvine, California 92650, he'll give you or your school the details. Call him at (714) 559-0199.

* * *

Following are the unofficial 1975 World 500cc Motocross standings:

1. Roger DeCoster, Belgium .192
2. Heikki Mikkola, Finland .165
3. Gerrit Wolsink, Holland .149
4. Ake Jonsson, Sweden .132
5. Jaak van Velthoven, Belgium .104
6. Brad Lackey, Pinole, CA .100
7. Bengt Aberg, Sweden .75
8. H. Schmitz, West Germany .62
9. Arne Kring, Sweden .48
10. Pierre Karsmakers, Mission Viejo, CA .45

* * *

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Courtney Taylor, from Columbus, Ohio, thought we'd like to see the ticket he got when he attended the Jofa 125cc USGP at Mid-Ohio Moto Park. Check out the bike used to advertise the event, and then see if you can find something else on there that I don't even think Courtney noticed. It's a common error among those uninformed about our sport.

Jim Weinert was picked, along with Brad Lackey, Jim Pomeroy and Tony DiStefano, to represent the U.S. in Italy for the Trophee des Nations and for the Motocross des Nations in Czechoslovakia. Yamaha wouldn't send Jim, so he was replaced by Kent Howerton, making him quite miffed by it all. At least that's the rumor I heard.

Gaston Rahier capped off the FIM 125cc World Championship Series by winning the last race in front of his own countrymen in Belgium. This raised his record-setting total to 14 first-place motos out of a possible 24. Suzuki's first contesting of the 125 class turned it into a shambles for their competition. Akira Watanabe finished third in the World standings aboard another Suzuki.

Look for Union Carbide to start getting heavy in motocross. They are co-sponsoring a Trans-AMA event at Unadilla and are hot to get their synthetic oil accepted in the motocross market. Prestone is a Union Carbide product, one of many, if you think the name is familiar.

Senor Bulto personally decided to change the traditional racing colors of the 250 Bultaco Pursang to blue and white as a tribute to Jim Pomeroy's GP victories. Blue and white are the American racing colors under FIM rules.



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NORTH AMERICAN SCHOOL OF MOTORCYCLE REPAIR
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Rush FREE information on how I can learn to be a motorcycle mechanic for only a few dollars a month.

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NOW AVAILABLE 3.5 gal. Rickman 2.5 gal.

Yamaha Monoshock

ELSNORE — 125 — 250

You get a super unbreakable tank plus a mount kit, pre-tuck, threaded vented cap and tank pads. All designed to fit our tank and your frame correctly, at NO ADDITIONAL COST.

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Rt. 1, Box 576
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(503) 829-2156

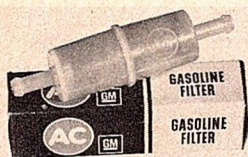
Select from 8 popular styles
6 vibrant colors.

RIDER'S CHOICE

P.O. BOX 15313
Long Beach, CA 90815

Send check or money order, plus \$1.00 for handling and shipping. Calif. residents add 6% sales tax.

☐ quantity \$1.75 **AC GAS FILTERS**



"Came out #1 in filter shootout"

☐ quantity \$5.95 **BARUM "BIG RED" TUBES**



400x18 EXTRA heavy duty; used in International Six Day Trials

☐ quantity ONLY \$6.90
10 per box.

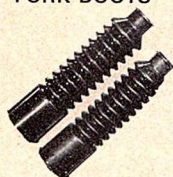
Standard
NGK PLUGS



☐ quantity \$7.95 **QUALITY FORK BOOTS**

Black____
Red____
Yel____
Blue____

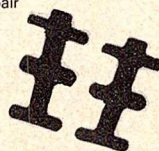
Extend fork seal life, protect front fork legs.



☐ quantity \$2.65 pair

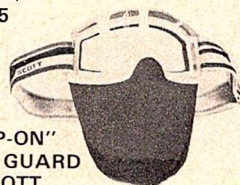
Gary Jones FORK PROTECTOR

Black____ Red____ Yel____ Blue____



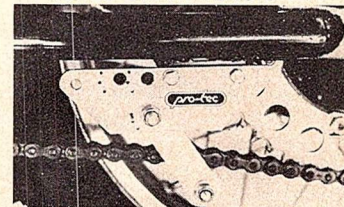
☐ quantity \$7.95

"SNAP-ON" ROCK GUARD for SCOTT GOGGLES



Ship to:
Name _____
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PROTEC CHAIN TENSIONER



All new functional, heavy-duty CHAIN GUIDE/TENSIONER. High test spring loaded Teflon rollers keep chain taut while flexible. Angle of mount acts as chain guide and prevents mud and brush from getting into rear sprocket.

\$19.95

<input type="checkbox"/> CT-1	CZ	250-400	'72-'75
<input type="checkbox"/> CT-2	CR	125	'73-'74
<input type="checkbox"/> CT-3	CR	125	'75
<input type="checkbox"/> CT-4	CR	250	'73-'74
<input type="checkbox"/> CT-5	CR	250	'75
<input type="checkbox"/> CT-6	MT	250	'73-'74
<input type="checkbox"/> CT-7	XL	250-350	'74-'75
<input type="checkbox"/> CT-8	HUS	250-400-450	'70-'74
<input type="checkbox"/> CT-9	SUZ	RM125	'75
	YAM	100-125-250-360-400-500 MX & YZ	'72-'75
<input type="checkbox"/> CT-10	SUZ	TM250-400	'74-'75
<input type="checkbox"/> CT-11	YAM	DT250-400	'68-'75
<input type="checkbox"/> CT-12	HUS	250-360	'75
<input type="checkbox"/> CT-13	BUL	250-360	'75
<input type="checkbox"/> CT-14	SUZ	RM250-370	'75

New BOGE-MULHOLLAND SHOCKS & SPRINGS



\$49.95 pr. (under shocks)

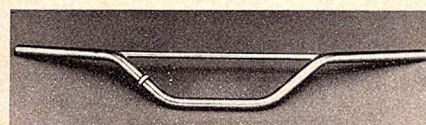
☐ 10 3/4
☐ 11 3/4
☐ 12 1/4
☐ 13
☐ 13 1/2
☐ 14

Specify length of shock

\$13.95 pr. (under springs)

☐ 50 lbs.
☐ 60 lbs.
☐ 78 lbs.
☐ 90 lbs.
☐ 110 lbs.
☐ 120 lbs.
☐ 135 lbs.

☐ 60/90
☐ 80/100
☐ 90/120



High quality chrome moly tubing, finished in industrial chrome.

ONLY \$18.95
☐ CZ
☐ Husky/late
☐ Husky/early
☐ Low Maico
☐ G.P. (Honda)

ANDRE HANDLEBARS

WRENCH WRACING

By ARDIMOS MIERSTEDT

WATER COOLED?

Dear Ardimos:

What do you call an empty water cooler?

Lennie Bipper
Fort Knox, Kentucky

An air cooler.

LOADING ETIQUETTE

When my friend picks me up to go to the races, do I load my own bike into his van or does he load the bike?

Bill Learner
Freemount, Pennsylvania

The person who owns the van does all the loading because he knows all the moves and balance points and how to rig the tie-downs. It's up to you, however, to help push the bikes up the ramp. Remember when you're pushing that all you do is push. The guy doing the loading controls the tilt of the bike.

Dear MXA:

What are the chances of getting my pigtailed caught in my sprocket?

Ardith Saunders
Van Nuys, California

There are only two ways you can get your pigtailed caught in your sprocket: (1) If your pigtailed are really long, (2) if you run over your hair. If such is the case, your chances are two to one.

Dear Mr. Mierstedt:

How much padding should I put in my seat?

Graham Kracker
Waverly, Minnesota

I beg your pardon? Padding a seat

is mostly a matter of personal preference, but there are a few things to keep in mind. The seat should be firm enough so you don't sink into it. A solid seat is really easy to bounce on and off, while you sorta have to get out of a soft seat. The seat of an open class bike should slope down into the tank a little so you have someplace to park your butt when you're accelerating. A 125 bike should have no slope so you can move back and forth on it quickly. A 250 seat should be somewhere in the middle. A 175 bike should . . .

ENGINE TAKE-OUT

Dear Ardimos:

This must sound stupid, but how do you take the engine out of your bike?

Irv Kanamoto
Steamboat Springs, Colorado

It's not a stupid question. There're a lot of dummies who don't know how to take the engines out of their bikes. It's simple. Just like practically every other mechanical endeavor you will attack in your life, in the end it will come to you as being all quite easy. Confidence is the key. You must not lead yourself into the all-too-common dilemma of thinking you'll screw it up if you monkey with it. It's there for you to monkey with. Monkey with it.

Now then, first take the pipe off your bike. It's usually held on by a bracket or two along the side of the bike and some springs pulling the pipe into the exhaust hole in the engine. Now set your bike up on a box or something that is a good, solid stand. If you're rich like me, you use a trick aluminum bikeworkstand, as Gunnar would put it. Now take the chain off. Oh, wait. First off, WASH the bike. Get it clean like you were going to race the High School Grand

Prix. Basic rule for working on your bike is clean the bike first and observe strict sanitation throughout the procedure. Now take the pipe off and put the bike up on a stand. Take off the carburetor. There are usually two hose clamps holding on the carb, one at the front and one at the back. Usually the air box hose is flexible so you can back the carb out of the intake pipe and then pull it out of the air box hose. At this point you'll find you've forgotten to disconnect the fuel line. Do so at this time and swing the carburetor, still hooked to the throttle cable, onto the top of the seat, and duct tape it securely in that position. If you're wondering why there's pre-mix pouring all over your seat and on the garage floor, it's because the gas left in your carburetor float bowl just drained out the overflow tubes. If you wish to prevent this, clamp the overflow tubes by tying knots in them. If you don't have any overflow tubes on your carburetor, get some. They make your Mikuni look like a patient in an intensive care ward. Otherwise, drain the carburetor float bowl beforehand by removing the main jet access plug and letting the gas spill all over your engine and the floor.

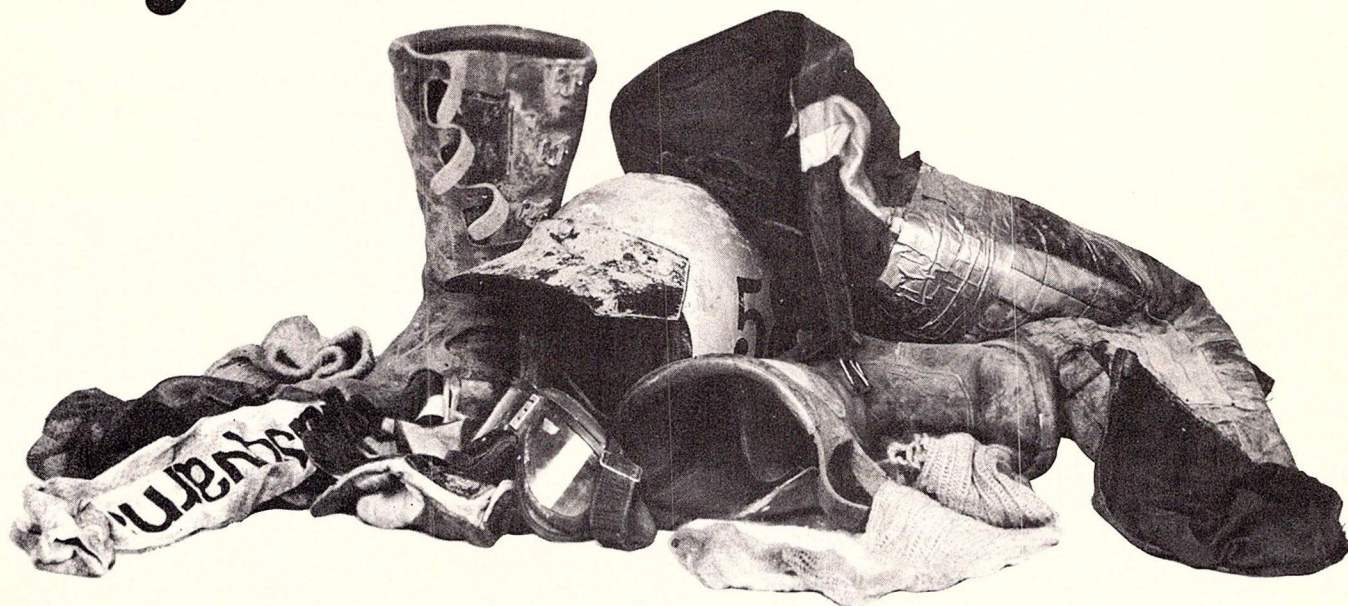
Disconnect the wire or wires leading from the magneto (or whatever the gizmo is that generates electricity) to the coil or CDI unit attached to the frame. If you don't do this now, you'll find out you forgot to do it when you go to walk off with the engine and find it's still hooked to the frame by these wires. With this thought in mind, disconnect the clutch cable from the clutch and the spark plug wire from the spark plug.

Eyeball the brake pedal and the footpegs to determine if they will interfere with removing the engine from the frame. If it looks like something might hang up the engine, remove it. You probably haven't taken the brake pedal off to clean and lube it and inspect the mount for cracks since you bought the bike anyway.

Remove all the engine mounting bolts. You might have to lift up on the engine to get out the last couple of bolts, since the weight of the motor will hold them in. Have your honey help you if holding up the engine and pulling out a bolt takes

Cont'd. on page 60

You've paid your MX dues.



Now get serious, get on a Husky, and get winning!

It's a long, hard climb from novice to expert. No matter what bike you started on, you soon learned there's more to motocross than kissing the trophy girl.

It's sweat and fatigue.

It's bruised limbs and blisters.

It's high speed get-offs and embarrassing endos.

It's giving all you've got to give — and finishing eighth.

Week by week, your body gets tougher. Your skills get sharper. You've stayed with it. Now it's time to start winning, and we've

got the bike that'll get you there.

Our 250 and 360 cc GP motocrossers are exact replicas of the "works" machines that make winning a habit with Howerton, Mikola and Lackey.

Laid down gas/oil shocks, magnesium engine, heat treated chrome-moly frame, reed valve induction — they all come together in a motorcycle that's not for novices.

Stop by your Husky Dealer and check out the bike that *Cycle World* calls the "machine experts can earn a living on!"



Husqvarna—to win!



Husqvarna Motorcycle Co., Inc.

MAIL ENTRIES



"WHAT MEAN 'UM WFO?"

MOTOCROSS MUNCHIES

Dear Baz:

So you're on a food kick? Rolf Tibblin seems to think racers are what they eat, too. So my favorite 125 rider John Smith and I figured out some new super products for the future. Enter our hero Garret Kitchensink who's going to kick the Ding-Dong habit. He starts the day with a large bowl of Roger's Sugar Frosted Cross-Ups and toast with Jammin' Jim's Jam. After the first moto he's hungry again so he gets a bag of Croft Crunchies, a bottle of Sugar Bear-free Heikki's Mik-Cola and a Marty Muffin. After the race he snacks on some of Brad's luscious Cheesecake, and if he eats the whole thing and gets the "gassits," he just whips a foil packet of Rex's Rocket Seltzer out of his toolbox and pre-mixes it 32:1.

Patti Trotter
Oceanside, California

(I'll settle for some Sambo's hotcakes. — ass. ed.)

MXA KILLS MICE

Dear Sirs:

I found a new use for your great magazine. It kills mice! No kidding! I spotted a mouse in the furnace room so I grabbed the nearest thing within my reach, an MXA magazine, wound up and KERRSPFFT-SPLAT! Bango! Deader 'n a doorknob.

Kent Warren
Stoneham, Massachusetts

(You could read to it from Dirt Bike and bore it to death. — ass. ed.)

MY COD

Dear MXA:

Check out my business card.

N.E.S.C.
Registered

Litchfield

Professional
SUZUKI
MOTOCROSS RACER

125cc class

David MacKinnon no. 3T

And watch out! Us New England hotshoes are coming up.

David B. Mackinnon
Hudson, New Hampshire

(Far out, Dave. — ed.)

DID MILLER LOOP IT?

Dear MXA:

In your August issue in the Suzuki TM250 race test: Did the guy on page 30 flip it?

Mark Happs & Eddie Rudolph
Carson, California



(Dick Miller loop out? That would be like Roy Rogers losing his hat. — ass. ed.)

TM PRE-MIX SWITCH

Dear MOTOCROSS ACTION:

I wanted to convert my TM125 Suzuki to pre-mix like in your September article, but my dealer said you have to drill a hole in the sidecase and wants to charge me six bucks to do it. Is this true?

Mike Vorzimer
Palm Springs, California

Dear MXA:

I just got your Sept. '75 issue and read the article on changing a TM125 to pre-mix. I want to do it but my dad doesn't want me to do the work. I called the nearest Suzuki shop and they told me I would have

to drill holes in the cases and they said it wouldn't be worth the money to do it.

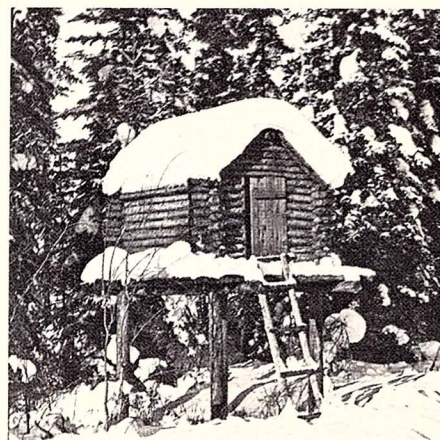
Dave Wilbourn
Carpentersville, Illinois

(Both Suzuki dealers and Dave's dad are wrong. The article is correct. Prying off the oil slinger from the crank accomplishes the same thing as drilling holes in the case. If you follow the directions in the article precisely, you can't possibly screw it up. — ed.)

BAZ'S FOOD BOX

Hi Paul:

Thought you might like this "food cache" the Eskimoes store their Oreos in.



Sure are a lot of motorcycles up here.

Bess & Fred
Somewhere in Alaska

SEIZED HIS BROWNIE

Dear Mr. Miller:

My Kodak Instamatic seized, so what are you going to do about it? May the fleas of a thousand camels destroy your Minolta.

Chip Clark
Encinitas, California

BACKWARDS?

Dear MX ACTION:

In your review of the RM125 in the August issue you said you can feel the sideplate bulge with your knees. What the heck do you guys do, ride backwards?!

W. Glowac
San Marcos, California

(May 600 constipated zebras find relief in your toolbox. — ed.)

Cont'd on page 68

MOTOCROSS

In 1974 the Bultaco Sherpa T won every major Trials Championship in the world. Every one.

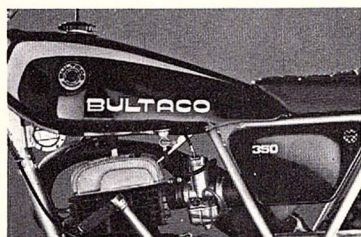
- United States Championship—Lane Leavitt ■ Spanish Championship—Manuel Soler
- French Championship—Charles Coutard ■ Finnish Championship—Yrjo Vesterinen
- English Championship—Malcolm Rathmell ■ A.T.A. Championship—Bernie Schireber
- World Championship—Malcolm Rathmell.



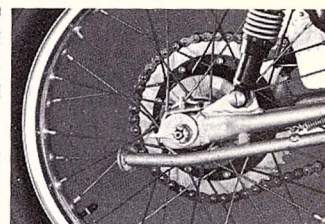
With more major trials victories than any other make, the new Sherpa T can make experts into champions, and novices into experts! Its winning features—precise steering, smooth responsive engine, and wide power band—are even better than before in the Sherpa T for '76. See them at your Bultaco Dealer!



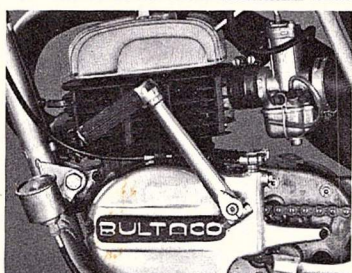
Bultaco International Limited
P.O. Box 62547
Virginia Beach, Virginia 23462



New frame design for easy access to air filter and even more rigidity. New gas tank holds 1.7 gals.—almost ½ gal. more!



All new—forged "Dural" aluminum hub on rear wheels with same chrome brake surface as front. Wheels have shoulderless Akront hardened rims, aluminum spoke nipples, stainless steel spokes.



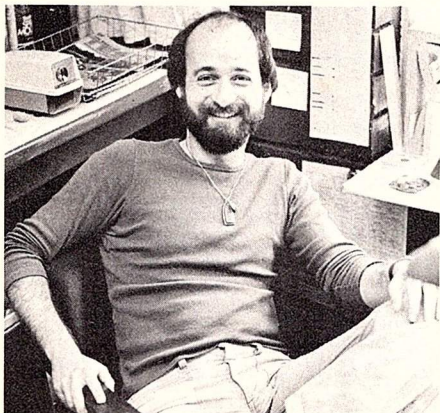
Sherpa T engine—incredible torque that sets the world standard. For '76 a 28 mm. Bing carburetor adds to the smooth power of the champion's performance.



WHIPS

Little things about people who make motocross neat

MAURICE GOLDMAN



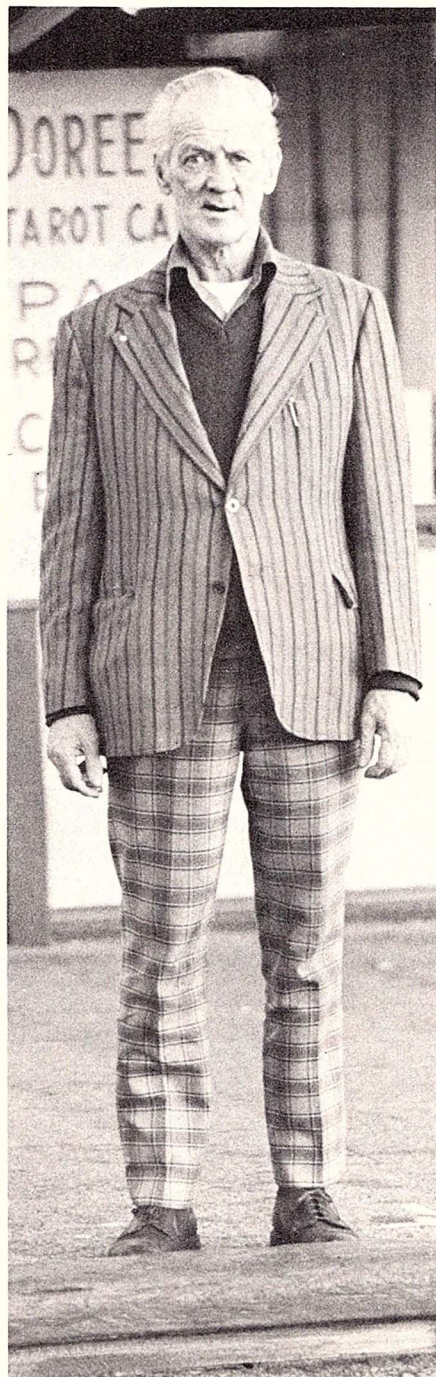
Been noticing anything different about the magazine lately? If you haven't, it's because you've got no class. If you have, it's because our new art director, Maurice, has been on the job. Getting the pictures and writing the stories is only part of the work of putting together a monthly issue. It's up to the art director to put it all together into an attractive package. He's also the last guy to work on the issue before it goes to the printer, so if we editors screw up, the pressure goes on him. In other words, the job of the art director is a tough one, one that most editors are glad they don't have to handle. Maurice, however, handles it beautifully.

JOEL ROBERT



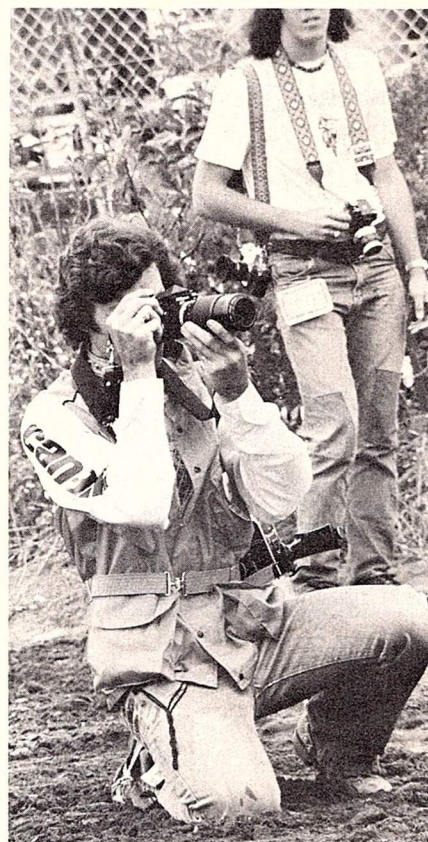
This young Belgian is pretty good. He's won the 250cc World Championship three times on CZs and four times on Suzukis. Not bad, eh?

GILBERT FRUD



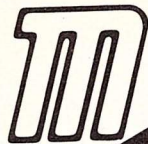
Gilbert doesn't have much to do with motocross but he's so neat looking, we thought you might want to see his picture anyway. Anyone who mixes stripes and plaid can't be all bad.

STEVE FRENCH



Steve has long been the idol of motocross race photographers on the west coast. His work is nothing short of superb. If you're ever in Santa Barbara, California, stop by Suzuki of Santa Barbara and you will see dyn-o-mite action photos of Roger DeCoster, Joel Robert, Gerrit Wolsink, Willi Bauer, Tony DiStefano, Billy Grossi, Rich Thorwaldson and Mike Runyard (all on Suzukis, naturally), representing years of motocross photography by this gifted person. Steve's work has appeared on the covers of *MOTOCROSS ACTION*, *Dirt Bike*, *Dirt Rider*, *Cycle News* and inside virtually every publication in the business. He was even asked to photograph Roger DeCoster's wedding. He's now living in Northern California doing what he loves to do best: taking pictures of nice things and nice people.

OFFICIAL VOTING BALLOT



1976 ROY AWARD

2nd ANNUAL RIDER OF THE YEAR READER POLL



There are three World Champions. There are as many National Champions. There are all sorts of regional champions, European champions, and untold numbers of local heroes. The AMA has a Number One, the FIM has a Number One, even the town of Climax, Colorado, has a Number One. Now *you*, the esteemed readers of MOTOCROSS ACTION Magazine, can once again choose *your* Number One.

All the world's top motocross riders are in a race where your vote will determine the outcome of who is the KING OF MOTOCROSS. All riders are eligible to win and all readers are eligible to vote. You may use the official voting ballot or, if you don't want to mess up the magazine, you may make one up yourself. You may vote more than once, but only one vote is allowed per card or letter. **THIS IS YOUR CHANCE TO CHOOSE THE GREATEST MOTOCROSSER; DON'T LET YOUR RIDER DOWN. VOTE!**

OFFICIAL
VOTING BALLOT



RIDER OF THE YEAR

Fill in the name of your choice for the MOTOCROSS ACTION RIDER OF THE YEAR and mail it to:

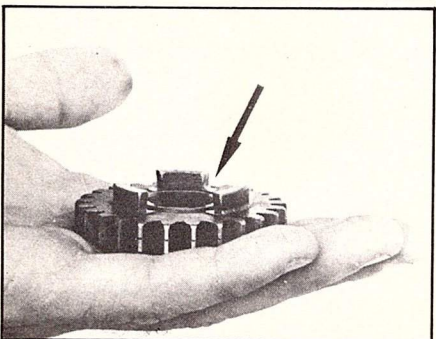
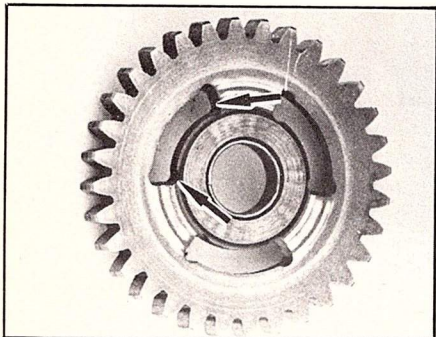
MOTOCROSS ACTION Magazine
RIDER OF THE YEAR
P.O. Box 317
Encino, California 91316

Dear MOTOCROSS ACTION:

Hi! How ya doin'? I, being a bona fide reader of the magazine, hereby cast my vote for:

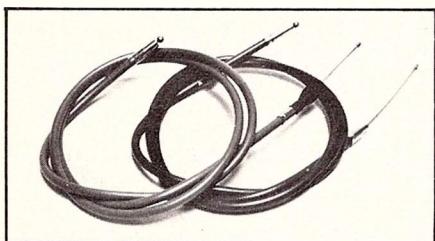
as RIDER OF THE YEAR because I believe he is the greatest motocrosser in the UNIVERSE.

TRICKS FROM THE TRADE



GEAR MODS

You can send all your gears to CPW and get them machined so the dogs will interlock like they're supposed to; all at the same time. This procedure tends to minimize the chance of gear breakage and helps give a more positive shift. They're \$80 from Cycle Products West, Dept. MXA, 11900 W. Pico Blvd., W. Los Angeles, California 90064; (213) 477-0997.



BULTACO CABLES

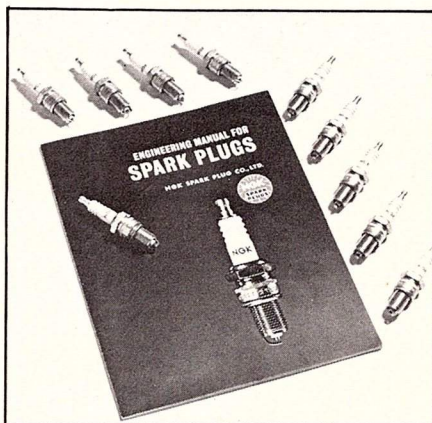
Your Bultaco/Miura Products dealer has nylon-lined cables with brass fittings for all late-model

Bultacos. They come in red or blue matching colors and never need lubricating. Since most Bultaco owners never lube their cables anyway, this should be right up their throttles.



CMS CATALOG

For 50 cents you can get this catalog with all the trick CMS Products racing stuff in it from CMS Products, Inc., Dept. MXA, 2134 Old Middlefield Way, Mountain View, California 94043; (415) 961-2446.

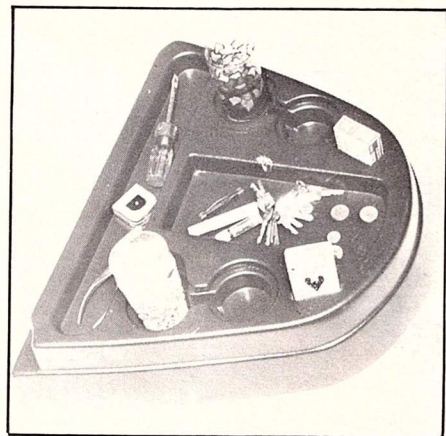


SPARK BOOK

Comprehensive illustrated 36-page color manual containing everything you need to know about spark plugs except what to do with old ones. Send a dollar to NGK Spark Plugs (USA), Inc., Dept. MXA, 12511 Beatrice St., Los Angeles, California 90066.

JUNK TRAY

You can slip this stash tray over the engine cover on your Ford or Dodge van and travel with all the junk you need to keep you happy on



a long trip. They also have a universal dash model for all other vans and pickups. Get one from your nearest Beck/Arnley dealer.



STORAGE KIT

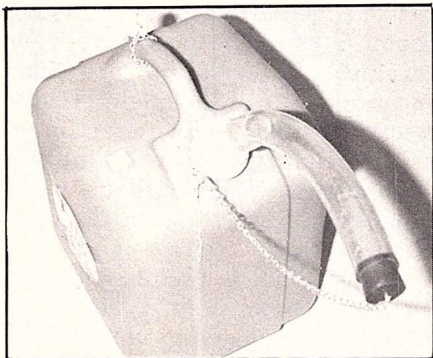
If you're going to store your bike this winter, you might want to look into one of these kits. It contains a little can of rust inhibitor spray, a can of gasoline stabilizer, a spark plug wrench and two little plugs that go in your spark plug holes and are supposed to release vapors that protect your engine. Far out for \$9.99. Northern Instruments, Inc., Dept. MXA, 1810 Como Ave., Saint Paul, Minnesota 55108.



BELL GOODIES

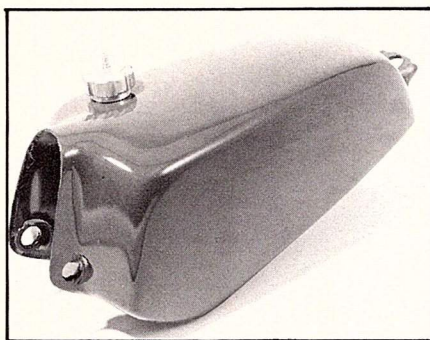
T-shirts, jackets, hats, bags, visors, shields, ear plugs, etc., all

with the big Bell logo plastered all over them. Bell Helmets, Dept. MXA, 2850 East 29th St., Long Beach, California 90806; (213) 426-6191.



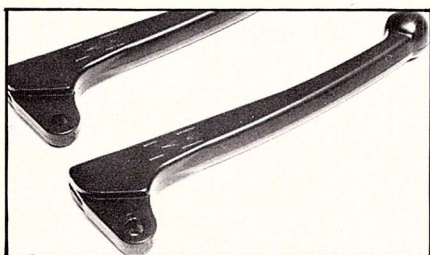
GASSIT TUBE

With this spout you can drain a five-gallon Jerry Jug in 13 seconds. \$4.99 for the spout, \$10.99 with a 2½-gallon Jerry Jug and \$13.99 with a five-gallon Jerry Jug. Trouble is that it won't fit the small filler holes on Hondas.



FACTORY HONDA TANK

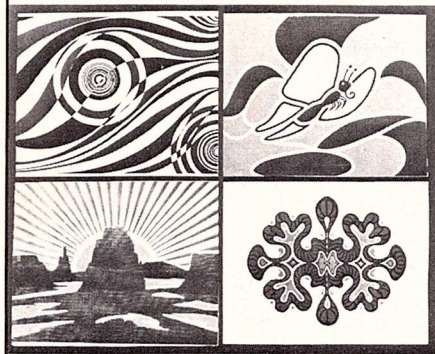
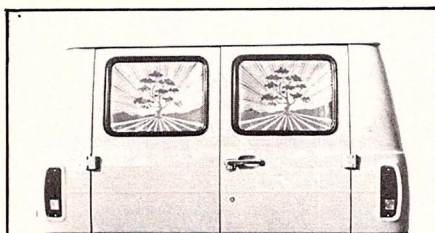
This tank looks exactly like the ones on the RC125 Hondas ridden by Marty Smith and Tommy Croft and will fit your CR125. It's fiberglass and uses the stock Honda mounts, gas cap and petcock. Honda red or DG yellow. \$41.95 from DG Performance Specialties, Dept. MXA, 5552 La Palma Ave., Anaheim, California 92806; (714) 996-4430.



PLASTIC LEVERS

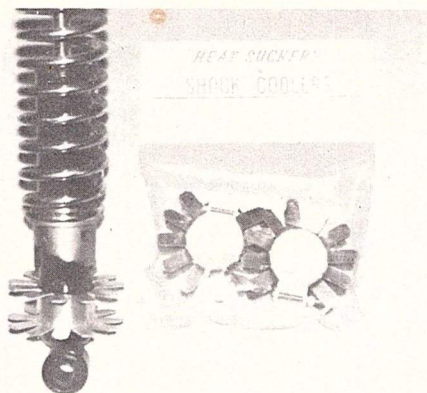
They're guaranteed unbreakable. Made by Kawasaki to fit Kawasaki

bikes (and most other Japanese bikes), they're lighter than aluminum and are resistant to solvents. They may make the front brake feel a little strange. Get 'em at your Kawasaki dealer.



SPACY WINDOW COVERS

If you tend to do illegal things in your van, and you don't want anybody to see in but you still want to be able to look out, these freaky one-way window covers are just the trip. T&H Works Unlimited, Dept. MO-7, 7119 Laurel Canyon Blvd., #3, North Hollywood, California 91605; (213) 764-4220.



SHOCK COOLERS

Strangest looking shock coolers we ever saw. Flimsy looking clamp-on units fit Konis, Girlings, Boges and S&Ws, and they're supposed to take the heat off, "thus allowing them to work without fade." Hm m m m m. Send \$4.95 to RB Products, Dept. MXA, 1224 E. Christy, Phoenix, Arizona 85020, and find out why they call them "Heat Suckers."




MULHOLLAND FORKS

Just like Boge/Mulholland shocks, these Mulholland forks can be purchased in component parts so you only have to buy what you need. Parts include 29, 30 and 31-inch forks, damper assemblies, triple clamps, steering stem, handlebar mounts and springs in 20, 22, 27 and 17/24 winds. They don't tell us what the travel is. Write Interpart, Dept. MXA, 100 Oregon St., El Segundo, California 90245; (213) 322-0656.



GREEN PANTS

Big "T" motocross leathers weigh 26 ounces, have Velcro leg zips and elastic crotch, are nylon lined and are made from sheepskin. They come in all colors including green! Knobby Shop International, Dept. MXA, P.O. Box 1592, La Jolla, California 92038. Oh, they give you a free set of Jofa knee guards with every pair you buy. Such a deal. 

race test **CZ250, THE FALTA REPLICA**

*There is nothing "close" on the
Falta bike, it's all right there*

Thoughts and Photos by the "MXA Wrecking Crew"

The Falta Replica, made in Czechoslovakia.

There was a time when everybody who rode a CZ was considered a Communist. Even today, many years after the death of Joseph McCarthy, those who campaign the seven-time World Champion marque are subject to semi-friendly inquiries as to the position of their loyalties. We can't slip in a single mention of CZ or the mighty Czechs who ride them without getting a smattering of letters making comments on Marxist thought, the Hungarian Revolution or Alexander Solzhenitsyn.

Any machine is a statement of the culture it comes from. Whether the results of automated production or a





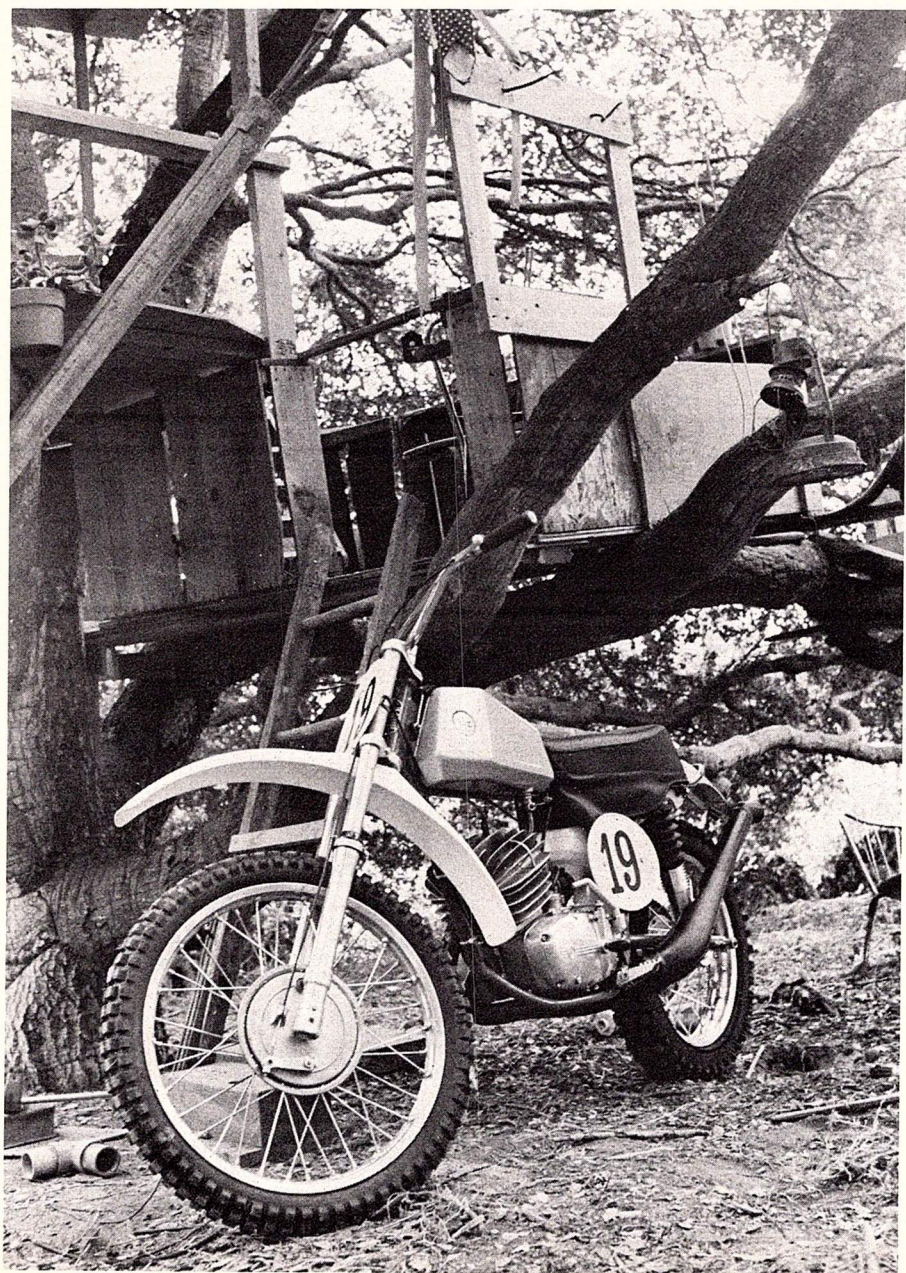
handcrafted item, it absorbs the vibrations of the people who engineer its creation. As we are led to picture them, the people of Eastern European countries are thick, grim-faced souls who live courageous struggles against the forces of oppression, long lines and foul weather. They own very little, but what they own, they treasure. Therefore, things from Czechoslovakia are made to be treasured.

The CZ is made by people who are good at making motocross bikes. It appeals to those of us who appreciate the look of deeper chrome, the feel and luster of fine steel, the ring of expertly cast alloys, the click of a wrench against a bolt and the luxurious pleasure of a smooth handling motorcycle. The CZ is conceived, cast, machined, ground, trimmed and fitted with concerned precision. There's nothing "close" on the CZ. It's all right there.

The Falta bike turns your head. The angular cobbiness of the alloy eight-liter fuel tank held firmly in place by its elegant leather strap with the great chromed buckle recalls a classic era. The smooth strength of the chain and the gleaming luster of slender forks bring you back to the heat of modern motocross. Satin-polished rims spinning true and steel spokes flashing in the sunlight send ripples up and down your legs. The exciting mystery of the rubber-booted, aluminum-bodied pneumatic shock absorbers piques your imagination. Golden hubs cast in magnesium rouse your pride. The rugged confidence of its four-fin, 246cc, five-speed engine begets involuntary twitches in your right hand. The funkiness of the 33mm Jikov carburetor makes you shake your head, but the presence of the machine makes your head want for a helmet, your hands for their gloves and your feet for their boots. The CZ calls you to action.

About six or seven years ago, *ABC Wide World of Sports* televised their first motocross. It was the original Inter-Am at Pepperill, the one where Charlie Vincent got the holeshot in the second moto on his Cheney Triumph and DeCoster, Robert, Jonsson, Kring and the Champion, Aberg, were there. Down in the pits, Keith Jackson was getting a demonstration of how a motocross bike works.

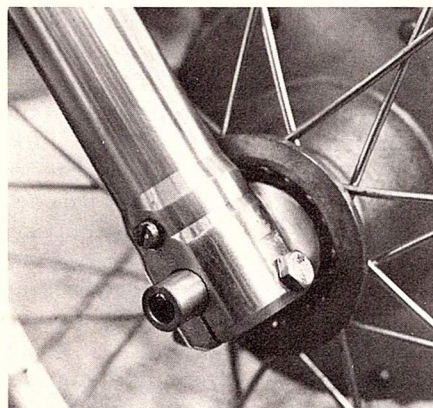
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CZ 250, THE FALTA REPLIC

"These bikes are very light," shouted the demonstrator above the crackle of practice. He laid his hands gingerly on Dave Bickers' 360 CZ fore and aft by the grips and the back of the seat. "They're very powerful and have very soft suspension." He pressed down on the CZ a few times like he was testing a loaf of bread and the spindly chrome-piper rocked back and forth like a dish of Jello. Astonished TV motocross fans all over the country ran out to their garages to skort down the forks of their Bultacos and watch them suck slowly back up through four-month-old fork oil.

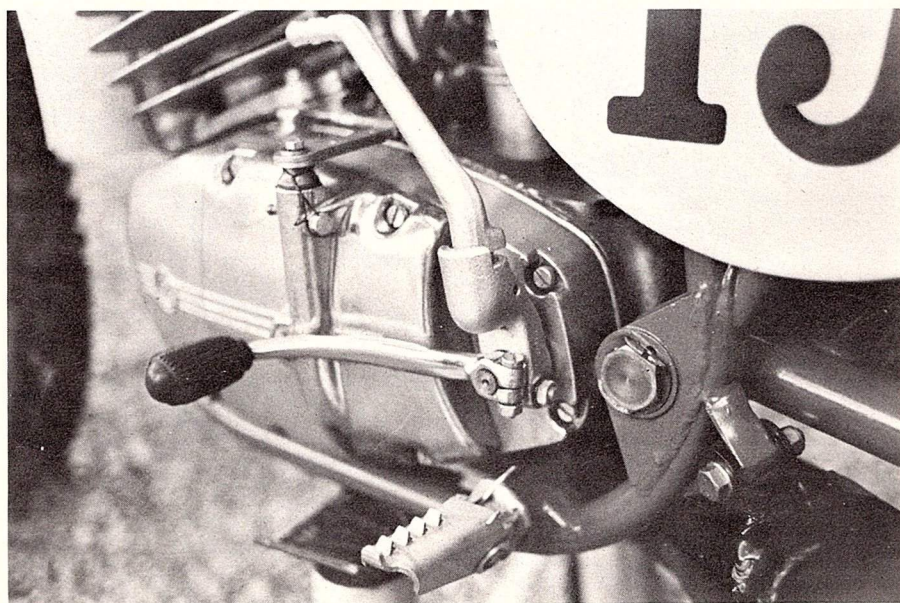
Things were different in those days. CZ had the situation well under control. They had Friedrichs, Bickers, Halm and two young Belgians named Robert and DeCoster. In this country CZ ruled, DeSoto in the West and Higgins in the East.



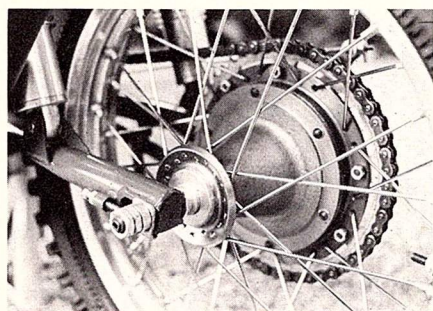
Very thin fork legs will flex slightly at their lower extremity.

Times have changed. CZ lost its grip a few years ago before Husqvarna ruled, which was for a while before Suzuki and the others ruled. But even though it's gotten so you can win World Championships with money, politics, talent . . . *anything*, the old Ceske Zavodny factory has managed to cope. Last year they had Falta and there are those who will accept no other than him as the 250 World Champion. This year they gave us the Falta Replica 250 and there are those who accept no other than this CZ as the finest bike in the land.

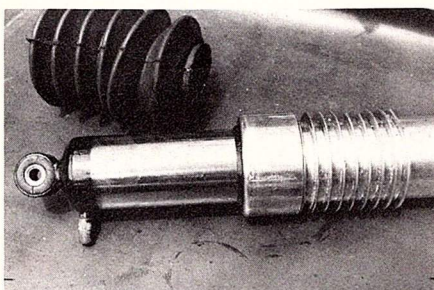
Perch on it and put your feet on the pegs, and hold the grips. The seat is about two inches too low, just right for the little Falta, but too far down for the average Westerner. Fire it up, easy for some, enormously



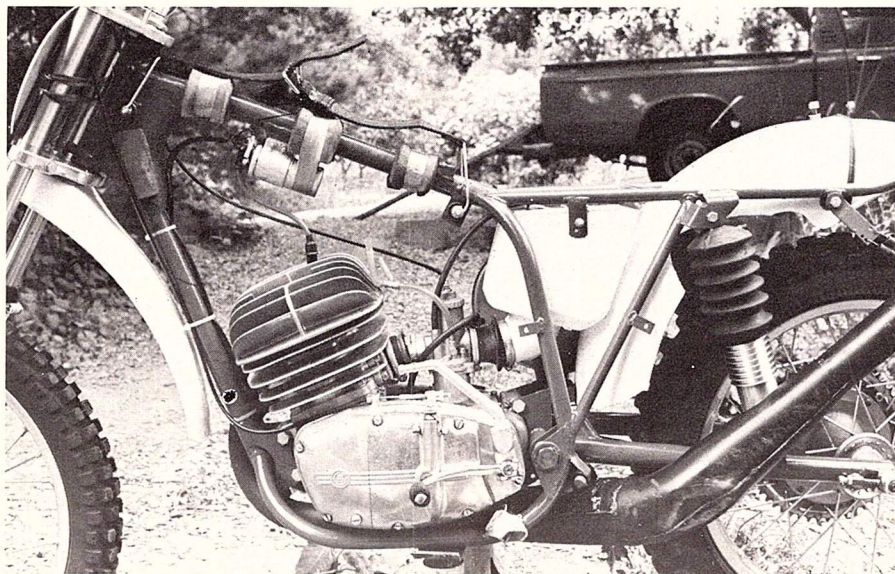
Five-speed gearbox shifts clean every time.



Hubs are cast in magnesium, spokes are steel, CZ chain is indestructible.



Air shocks must be maintained carefully in order for them to deliver the excellent control they're capable of.



Simplicity, strength and fine craftsmanship make the CZ an able racer.

difficult for others. Sit for a while feeling the labored running as the intake clears. Catching the clutch out, you pause for a second to feed the primary another thousand rpm to handle the taller than expected first gear. Once clear of the pits the engine balks and strokes as its mixtures balance to slowly mold the power structure. Pace the CZ around a lap or two and you feel the Jello. The wheels spring up and down like the ends of a long pole. Every rock and rut deflects the front end like you were riding on carrots instead of forks. The engine, just starting to meet its powerband, sends up ominous vibrations through the handlebars. Your mind flashes: "Oh no! Is this really going to happen? Is this magnificent beast going to be a turkey!?" You hit the next turn a little harder. Mild response. You hit the next a little sooner. Fair. The next. Ah! It bogged, and that front end jarred you again.

You go a few more laps, some hot, some cold. The vibration never goes away, the forks still deflect and you can still feel the Jello. There is definitely a flat spot just off idle that smacks of a too-rich slide cutaway and you're not at all impressed.

Continued

CZ 250, THE FALTA REPLIC

That night you handle it, go over it from front to rear. Check everything. Check the motor mounts, swingarm mounts and the steering head, possible sources of vibration. You turn the front wheel to the steering stops and push against the rim with your hands trying to detect any flexing. There's a little at the lower fork leg where the axle goes through. Could it be the result of the elimination of the left side pinch bolt this year? Or because they machined the alloy legs a little too thin? At any rate, is it enough to cause the front end to deflect that much? You ponder these questions as you scrape

another half-millimeter off the back of the carburetor slide with a file.

The next day you're back at the track, this time for a whole day, enough to really sort out the CZ. The bike is ready. Red paint glowing with the early sun, alloy gleaming, rubber glossing. The chain stands slack, moist, ready. Handlebars at attention, funky leather strap glittering its chrome buckle proudly against the somber gray fuel tank. The bike is tight. Cushions of air and oil wait.

The morning silence is broken by the snapping fury of a cold CZ rudely awakened. You wait this time

for the warmth of the fire to perk the powers of gasoline and air to more workable levels before going out. The vibration is still there.

You're first on the track. The cool, brown richness of the freshly prepared surface welcomes the brawny Barum knobs. The CZ responds to the throttle early, drinking in lush air still undried by the low sun. But the deflection persists and the Jello is still there.

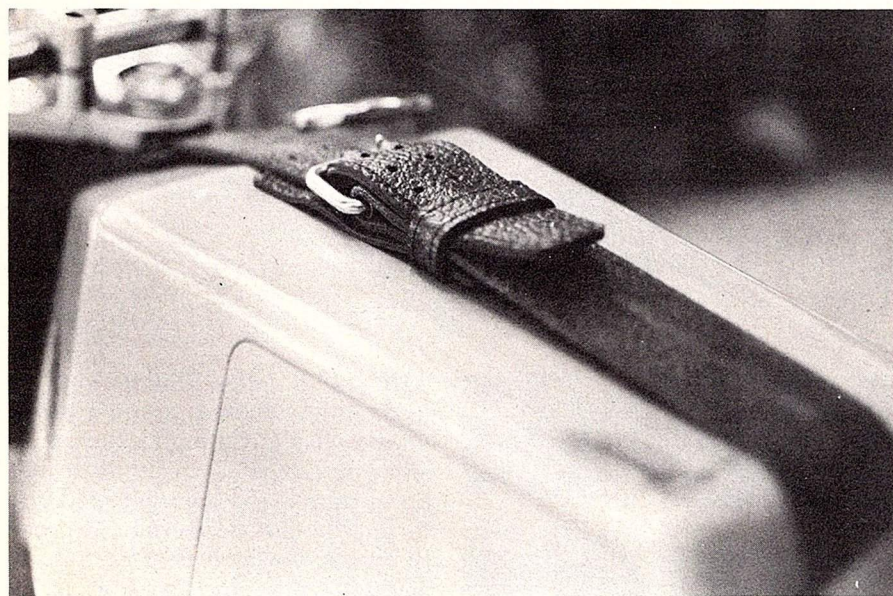
Turns are soft and untrodden, void of old lines, the mistakes of others. The uphill is spread with traction, brown blankets shroud the whoop-de-dos. Today the CZ pulls a little harder, its engine singing a lusty song. Bank into a supple turn, set the berm quickly and wheelie out. Nice. Next turn, a right. Jump in deep, stand on the brakes and lay it over hard. *Al-right!* Downshift once for this tight left and pull it out with the power. It's cranking from the sump. You've got the carb dialed. Bullet flashes by on his 250 Husky GP. He's come along with you and now he's ready for a little moto-vating. You gassit after him.

The berms work up quickly, now. You're both hitting them early. You stay behind, checking his moves, knowing he's better. He gets it over sooner, turns on the gas sooner and sometimes doesn't shut off. But you stay with him. He works the berms from their base, building them up as he goes. You follow suit, adding the swipe of your knobby trowel to the sculpting of the track.

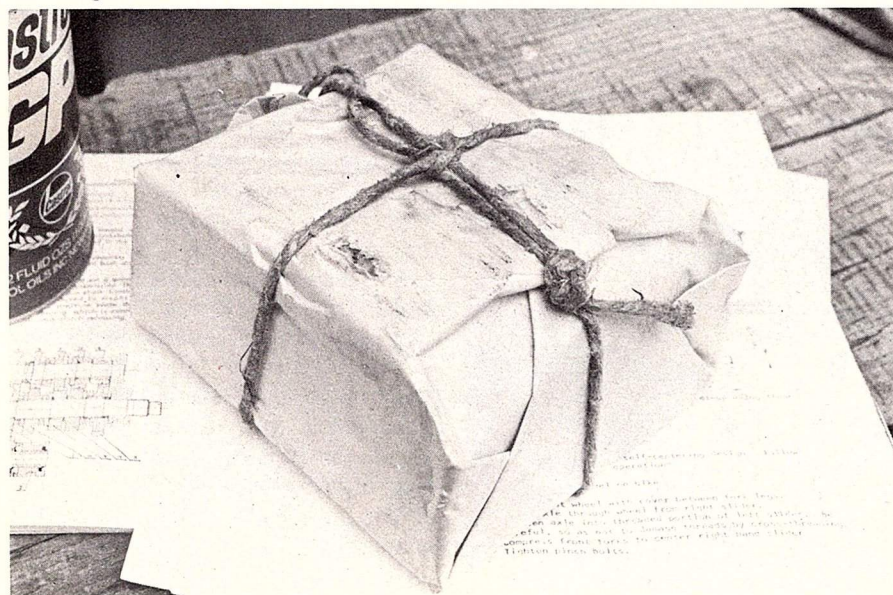
Bullet loafs his Husky high into a sandy left. You see a spot on the inside, a small pocket of brown. Tramping the gearbox down, you lay into the pocket and rocket. The Husky is gone, clear track to the next turn. You hear his chatter beside you as you brake for the right. Against the berm, he dips low and is already digging out as you pull the string on second gear. He passes and your knobs brush. You feel his roost blasting your boots off the pegs, but he slips out a little and you grab the inside, catching another gear and another. Into the high banking of the first turn, you spot him over your shoulder doing an outrageous horizontal bank shot off the ledge. You do the same at your spot but he's by you on the back wheel, crossed up. He slides to the outside of the sweeper, you cut it precisely on the

Continued

MOTOCROSS



Recalling a classic era.



The simple folks at the Ceske Zavodny factory have prepared this little package of goodies for the CZ buyer. Sprockets, pullers and a few extra pieces make a nice surprise.



CZ 250, THE FALTA REPLIC

inside and you hit the big jump together. Side by side you cross up, hanging airborne, touching the nerve you both came here to find until the harsh clank of bikes reaching the limits of their suspension brings you back to earth. The rebound sends you both over the drop-off poised gracefully on your front wheels, down over the fall-away right, the whoops, the turns and the rest of the track where more speed, more places to pass, more wide-open turns, more wheelies and more fun await. The vibration is gone. The deflection is gone. The Jello is gone. You've found the CZ.

The function of the CZ comes together only at speed. The power, the fluids, the mechanics, the pressures all start harmonizing as you start to get it on. It responds well to the good rider and great to the skilled rider. As Tony DiStefano says of his old CZs, "They worked pretty good once you got them up to regular speed." For Tony's Full House CZs, "regular speed" was blowing the factory bikes into the giggle bushes.

As fine as the CZ is, it's not without its tempers and afflictions.

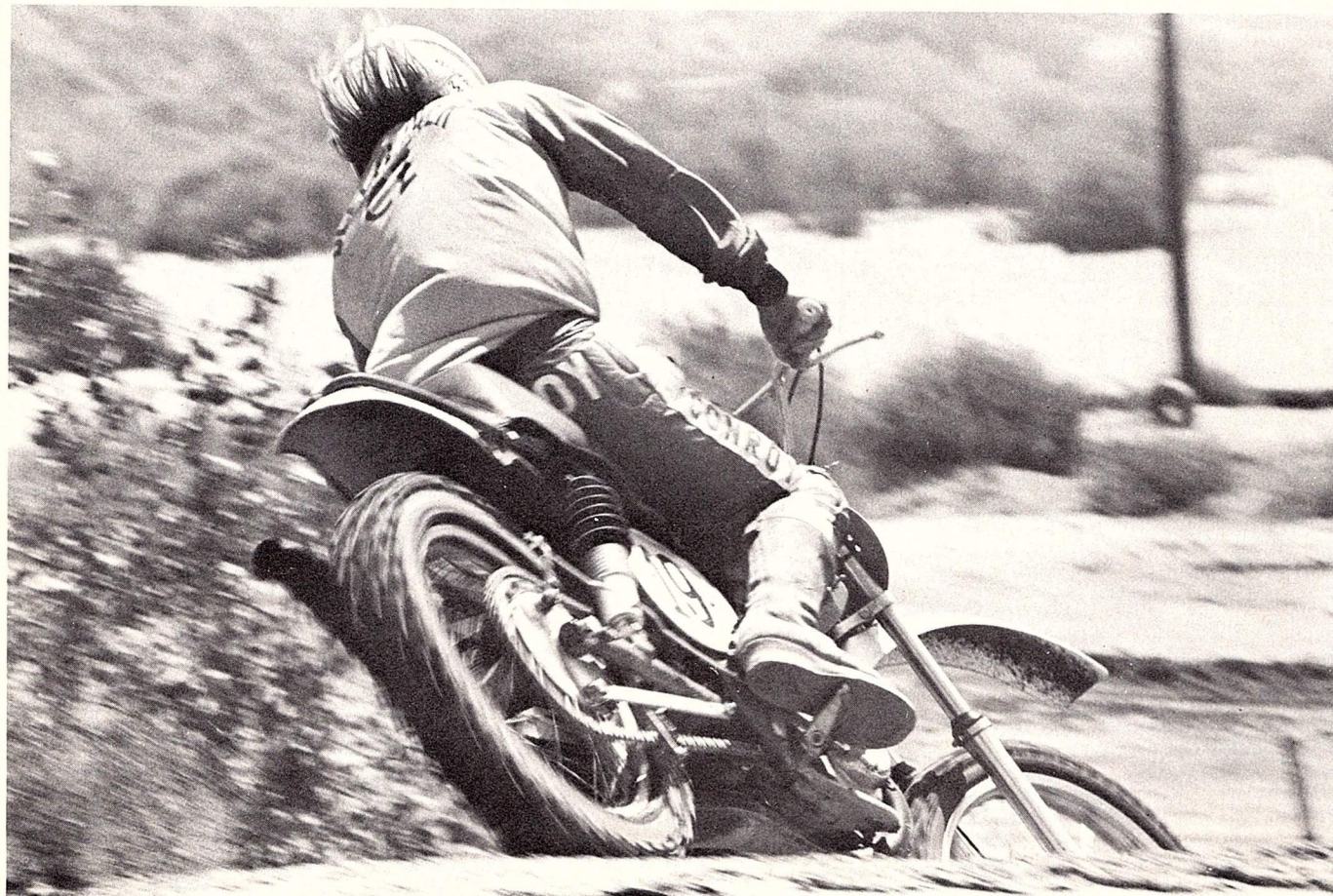
The rear brake rod takes a bend so close around the aluminum shock body that pressure from your boot causes it to rub. The pipe offers itself deliciously from under the left footpeg and gets quite gnashed the first time you lay it down. The rubber gas cap seal gives up early and sends pre-mix everywhere. Fuel petcocks are so positioned as to be turned on and off at random by your knees and cannot be readily adjusted to any other position. This decidedly Communistic engineering is carried through to the control lever assemblies welded dictatorially into position. That, and maybe the steel rear fender and air box, is their own culturally ingrained way of trying to control you just a little.

Because of a healthy rear weight bias, the CZ likes to push a little when you turn it hard. But the understeer is slight, consistent and easily dialed out once you get into hitting the gas early. It never feels like it's going to wash out. Flex in the skinny alloy fork sliders is real and easily observed by tweaking the front wheel with your hand. But the strength of the beautifully crafted frame and the rigidity of the

swingarm contain the movement so well that you don't notice it. Sometimes, when throwing your weight forward, braking hard into a bumpy turn, you might get a little feedback from the handlebars, but that's about it.

If you are going to race the CZ with any degree of consistency, there are two things you are going to have to watch like a hawk. The points, which are easily accessible behind the inspection cover on the right side of the engine, must be set and the cam lubricated before every race and checked between motos. They like to close up if left alone. The other thing is the pneumatic shocks. Properly adjusted, they work beautifully, better than anything ever offered on a production CZ. However, if the air pressure is allowed to dwindle, the seal loses its grip on the shaft and oil escapes. Leaking oil causes the rubber boot to deteriorate and eventually droop down around the shock's knees. Exposed to dirt, the seal is quickly chewed up and the shock fails. When an air shock fails, you are left with nothing. The only consolation is that a CZ handles better on one shock than most bikes do on two.

With its fancies and its foibles, the



CZ is a bike that can be loved by the masses. Its engine has proven itself to be indestructible. The smoothness and durability of its gearbox is legendary, the workings of its suspension almost peerless. A bike such as the CZ with a competitive

lifespan of several years is a good investment in a world of weak dollars and sometimes weaker motorcycles. Besides, any bike with grand Old World folk names like ZAD, PAL, Jikov and Preston Petty can't be all bad.



SPECIFICATIONS

MAKE CZ
MODEL Falta Replica
COUNTRY OF MANUFACTURE:
Czechoslovakia
RETAIL PRICE \$1565
(quoted prices range
from \$1300—\$1400)

ENGINE

Type:

Two-stroke, single, piston port
Bore & Stroke 70mm x 64mm
Displacement 246.2cc
Compression Ratio 10.5:1
(uncorrected)
Cylinder Iron liner, five ports
Carburetion 33mm Jikov
Ignition Flywheel magneto
Lubrication Pre-mix
Air Filter Paper

TRANSMISSION

Type Five-speed
Ratios:
11:27, 13:24, 15:22, 17:21, 18:20
Primary Gear, dry clutch
Ratio 23:53
Drive Chain CZ 5/8 x 1/4

SUSPENSION

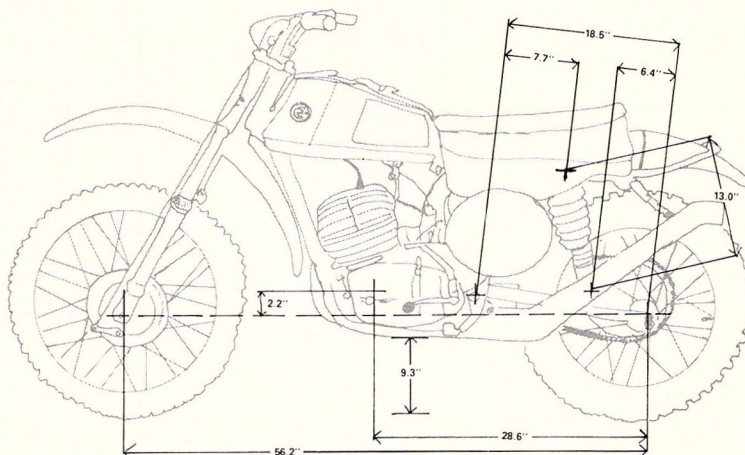
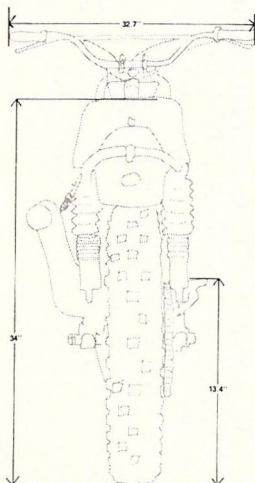
Front Hydraulic sliders
Rear:
Hydro-pneumatic shocks,
forward mount
Travel 7-inch front, 7-inch rear

DIMENSIONS

Wheelbase 56.2 inches
Ground Clearance 9.3 inches
Seat Height 34.0 inches
Track Weight 225 pounds
Weight Bias 45% front, 55% rear

CAPACITIES

Fuel 2.0 gallons
Transmission 500cc
Forks 180cc





new bike preview

SUZUKI RM250 & RM370

***Japan's most advanced racing machines
complete with case reeds, up-pipes and
"real steel" frames***

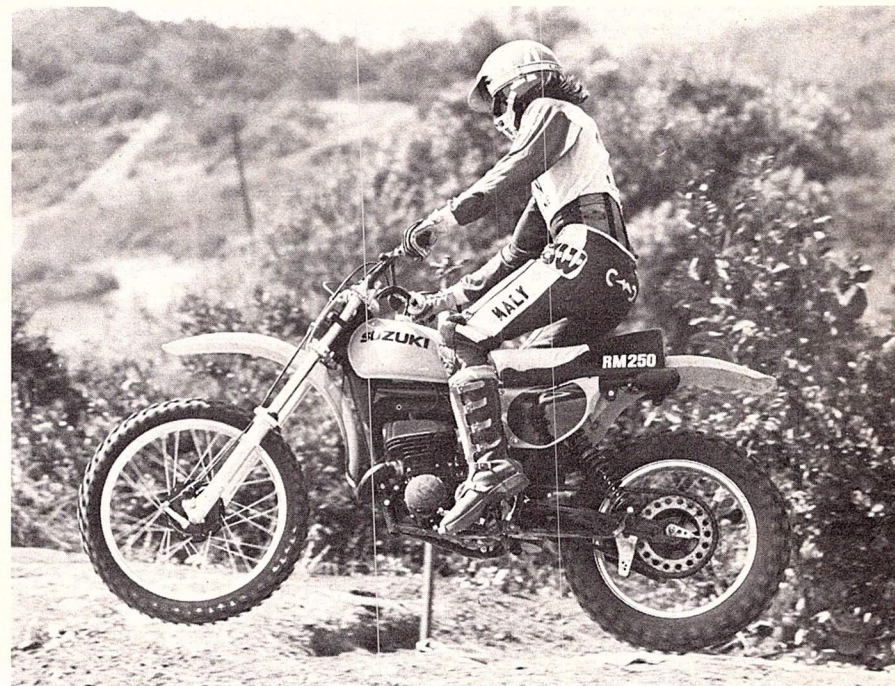
By Paul Boudreau

Photos by Marcia Holley

(EDITOR'S NOTE: This is not an official test and we're not making it out to be one. We were invited to ride the new Suzuki RMs for one day and we did so, just like all the other magazines did. We expect to see a few full-fledged tests arising out of some of these day sessions, but we'll refrain from giving you an extended evaluation until such time as we have had a few weeks to size up our own test bike. In the meantime you can get a lot of information from the technical brochures and ads put out by Suzuki. They're pretty much on the level. Which is more than we can say for the moron who got stuck on the side of the hill.)

Every once in a while, because we are the staff of a motorcycle magazine, huge companies backed by untold tons of wealth unleash their Public Relations departments upon us in what is referred to by the trade as the "New Model Introductions." At times it seems that no stone is left unturned, no dollar unspent, to assure the editors complete fulfillment of even their most decadent fantasies: grand banquets, yacht cruises, swinging parties in Las Vegas, horseback rides in the mountains of Lake Tahoe, plane rides here and there, hundreds of hats, thousands of T-shirts and mountains of garish key chains and cigarette lighters emblazoned with the proud "K," the magnificent "Y" or whatever logograph befits the occasion.

Last year the spanking-new Public Relations Director for U.S. Suzuki Motor Corp., Rom Lovel, took the podium before the masses of all motorcycle journalism assembled in the Galaxy Room of the Hilton and



nervously fluffed his way through a lengthy introduction of the entire 1975 Suzuki line. Hundreds yawned. The road racers were bored by the enduro bikes, the trialers slept through the medium-priced lightweights, the enduro riders commented rudely through the color slides of the new mini bike line, and everybody nudged each other gleefully at the unveiling of the TM400.

This year it was different. The P.R. men and the entire Suzuki engineering division in Japan took two big chances. First, Japan built their new RH and RN factory race bikes to campaign the Grand Prix circuit. From all early indications, these bikes were a successful update of the R-series bikes that had won them five World Championships.

While the new GP bikes were being built, another project was under way to develop a production version of the R-series factory bike

that would be available in quantity to the public at a reasonable price. The result was the completely redesigned RM250 and RM370 Suzuki motocrossers.

The other big chance was Rom Lovel and his staff introducing the new bikes to each magazine, one day at a time, on the grueling Carlsbad, California, International motocross track. By luck of the draw, we got first day.

There was nothing fancy. No buckets of champagne, no long tables spread with scrumptious *hors d'oeuvres* with equally scrumptious foxies pouring the drinks. Just a box of roast beef sandwiches and a cooler of Dr. Pepper, four new RMs (two of each), and a gaggle of blue-overalled Japanese technicians scurrying around in their unique cachet of comic seriousness keeping fuel tanks full, chains adjusted and 288 spokes tight. The gambles paid off. You can do no more for an editor of

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MOTOCROSS ACTION than to give him a good bike and make him feel like Roger DeCoster for a day.

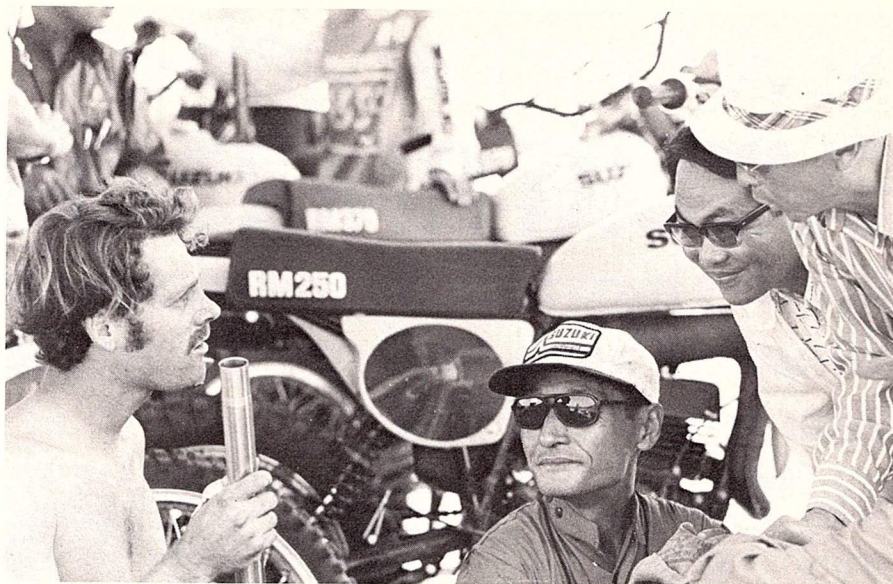
But the whole plan *almost* backfired. Because of a slight foul-up in communication, the Grand Prix course was not prepared the night before our arrival. What faced Dick Miller, Ricky Miller, Al Baker, Cherry Stockton and me after the short drive from the nearby air strip where the Suzuki-chartered Cessna 120 had delivered us, was a slippery, bone-hard surface full of craters, potholes and ruts that could turn the most skillful rider inside-out. The previous day's CMC pros had worked every line in the track to a concrete consistency and left it to bake in the sun.

We took to the bikes and turned a few flinching laps, then came in for a nut-and-bolt check. The staff was grumbling. The track had banged us around like a sneaker in a washing machine and our bodies, accustomed to the soft cushion of race-day tracks and Indian Dunes TT, weren't liking it. Rom Lovel was nervous.

Unwilling to admit that we might not have been ready for the track, we assumed the bikes weren't ready for us, so out came the bottles of fork oil and off came the shocks for preload adjustment. My personal set of infinitely adjustable fork spring preloaders sent the little blue guys into a flurry of Japanese and caliper waving. Al Baker's lecture on improving any fork in the world held a group of technicians in spellbound silence. Cherry Stockton's snug-fitting Jofama leathers kept spirits alive and Dick Miller just sat back and took it all in.

Two things saved the day for us and Suzuki. Jeff Burt, Rom Lovel's affable assistant, had, at our request, dug up some Bridgestone tires from the racing department and brought them along. The flimsy IRC knobbies that come on the RMs were stripped off and the strong Bridgestones put on. The swap improved traction and held turns better in the laps that followed, but we still weren't happy.

Then Peter Maly showed up and provided the turning point. After stringing together several weeks of winning form racing his Coast Moto Cycle 400 CZ on the tough Carlsbad-Saddleback AME circuit, Maly mounted the number two RM370 and took it out on the gnarly track. For a half-hour all work



The friendly Japanese technicians were politely amazed at Al Baker's grasp of hydraulically damped fork workings.

SUZUKI RM250 & RM370



Veteran test rider Peter Maly showed us all how to handle the rugged Carlsbad track: wide-open.

ceased to watch Peter ride. The brazen bark of the power-reed 370 engine filled the silent canyons as lap after lap Peter strained the RM suspension for traction on the uphill. Skittering across the slippery surface and sliding feet-up through petrified turns, his command of the bucking RM faltered rarely. He dazzled everyone, then he came in.

Wasted, collapsed in a folding chair with a cold towel across his steaming shoulders, he shook his head. "That bike is as good as my CZ," he announced to those gathered. "The track is really bad. It gets that way in the afternoon on race day and then even the best pros with trick Maicos and Huskys and CZs with all the latest suspension have trouble keeping on the track.



The mean Carlsbad GP course tossed our staff around like marbles in a jar. Ass. ed. Boudreau gets dealt a swap.

The last few laps of the last moto, even the strongest guys look for the white flag. Sure, you guys are getting banged around, but it's not the bikes. It's the track. The bikes are fine."

He was right. Peter races Carlsbad regularly and he knows its moods. I had only ridden it twice in the past year and Dick and Al were totally unfamiliar with it. Only Cherry had recent Carlsbad experience at the WN, but she was more tuned to her Bultaco's right side shifting and the

Suzuki, of course, shifts on the "wrong side."

Our attitudes abruptly took an about-face. Our bikes had been tuned to satisfactory levels and now it was a matter of us against the track. The lines smoothed out and our riding started to settle down. We began noticing things like how powerful the case-reed inducted motors were. In the few instances where we've been able to ride factory-prepared GP bikes, we've noticed tremendously exciting

powerbands that pull great through midrange, then deliver a burst of blazing saddles at the top. The RMs do this too, with an abundance of numbers. The powerplants are, without a doubt, competitive.

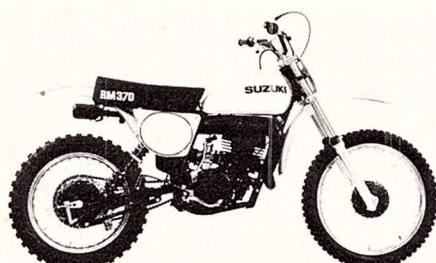
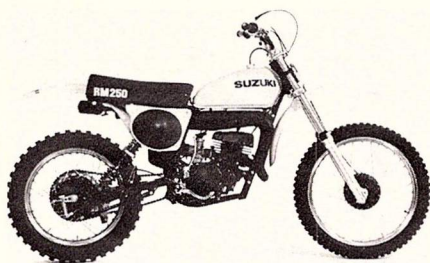
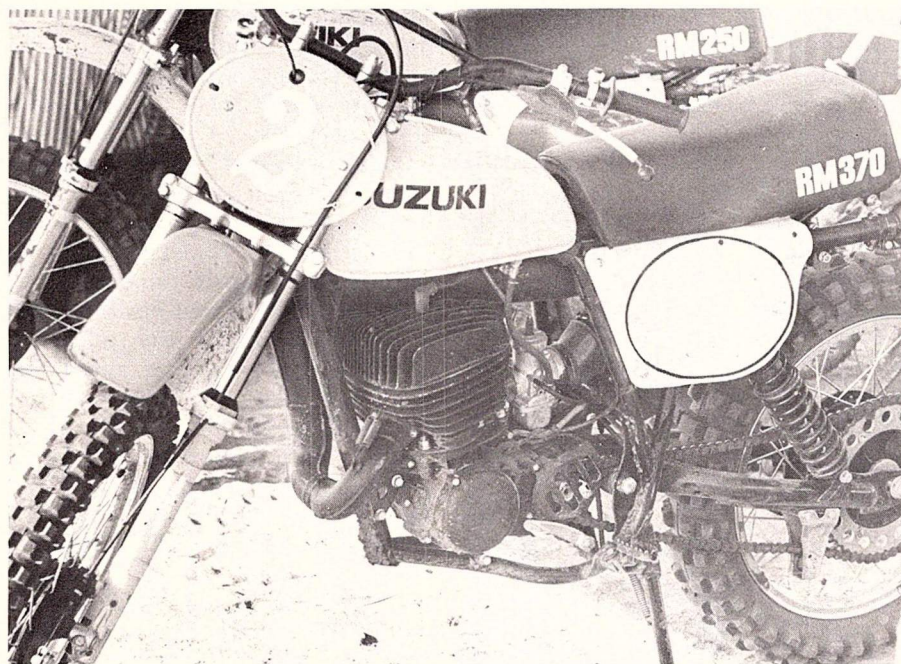
The suspension stroke was beyond eight inches both front and rear and the hydraulics seemed to be working well. The fork springs, however, fatigued severely and lost about an inch of preload on all four bikes. This is nothing new and we've learned to automatically replace Japanese fork springs with quality S&W items. No complaints on the shocks, except it's a bitch to change preload spacers. The only other weak points we found were the wheels. The spokes needed adjustment after every run, and by the end of the day the alloy Tagasago rims were wobbling like a 97-year-old lady doing the Wiggle.

The most pleasing surprise on the completely new bikes (and they are *completely* new, and *everything* is a surprise since the development of the RM had to be the best-kept secret in the industry) is the frame. It's made of *real* chrome moly steel, the good stuff, and it's as strong as you can make a frame. Even the swingarm, which is steel tubing and not boxed aluminum like the factory bikes, keeps its shape over the gnarlies. On the treacherous Carlsbad uphill you get slammed around from whoop to hole, and from ridge to rut, but the solid Suzuki never loses track of its intended line, which is straight, or its pointed direction, which is up.

Everything, short of the wheels and the fork springs, seems to work great on the bikes. Two observations best sum up our reactions to the new RMs. Larry Grismer, the track operator, stood watching as I tossed my RM250 into a whip over a fast jump for Marcia Holley's camera. Landing sideways on the slick surface I lost the handle for two fierce end-swaps before careening into the next berm and continuing, my heart doing Kung Fu chops against my rib cage. Grismer turned to a fellow observer and remarked, "If it had been a lesser bike, he wouldn't've made it."

Then, as the Bell Ranger jet-engine helicopter skied us back to our home base, Dick settled his weary bones back in the plush bucket seat and sighed, "Hey, those bikes *were* bitchin!"

Case reeds, offset front axle, up-pipe, laydowns and a real chrome moly frame make the new RM Suzuki a genuine replica of what the boys are riding in Europe.



SPECIFICATIONS

SUZUKI RM250 and RM370

Engine Type Two-stroke single
Bore & Stroke:

RM250 70mm x 64mm

RM370 77mm x 80mm

Displacement 246cc/372cc

Compression Ratio:

7.1:1/6.9:1 (corrected)

Induction... Piston port and reed valve

Carburetor 36mm Mikuni (both)

Ignition CDI electronic

Transmission Five-speed

Wheelbase 56.7 inches

Ground Clearance 10.4 inches

Dry Weight:

RM250 214 pounds

RM370 225 pounds

Suggested Retail Price:

RM250 \$1395

RM370 \$1545

how to

By Gunnar Lindstrom

BLUEPRINTING

Before you spend your money on a go-fast accessory for your scooter, check this out

If you think you need more power out of your engine, but you can't afford to buy the latest in trick stuff from the accessory people, and you don't want to decrease reliability, then this article is for you.

Even though a large percentage of motocross is made up of the rider

and his input, the final outcome depends on the 40 percent or so which consists of what the bike can do and how it handles. Remember, if you want to be quicker in motocross, there are plenty of things to do before you need to increase top end horsepower on your scooter. Like

getting yourself in shape (there are many good books on the subject, but just some plain running and gym exercise is an excellent start); learning how to ride the best lines, how to jump, turn, etc. (there are again many good books); and learning how to maintain the bike in order to finish (you can't win without it). When you have all this wired, it's time to take a look at the bike. Is it in good shape? Any tuning is worthless on a bike that's not in top shape.

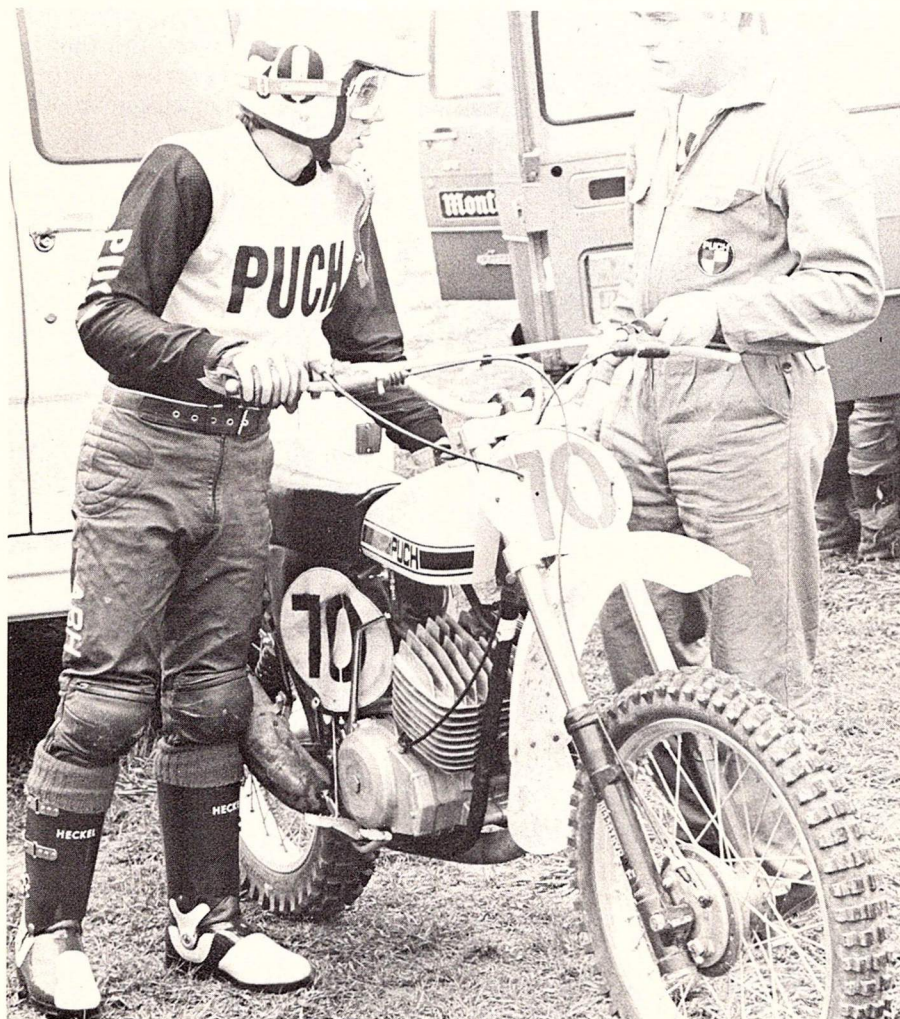
The cylinder and piston must not be worn over the given service limit. This kind of info is usually listed in the owner's manual. The piston rings are easily replaced, but don't go overboard here; replace only when necessary. A new ring needs some time to seat before it starts to seal well. A quick check can be made by having a *new* ring on hand. Insert it in the cylinder, without the piston, and measure the end gap in three or four different positions with a feeler gauge. If the tolerances aren't in your owner's manual, pay your dealer a visit. Bore jobs and new pistons shouldn't have to be bought more than once or twice a year unless you should happen to get dirt through the engine. In such a case a new cylinder and piston can be ruined in one race. If you suspect unusual wear on piston and cylinder, you should take them to a shop that has the tools to do the proper measuring job for you.

If you have a smaller bike, timing and jetting are quite critical and there must not be any big dings in the pipe. If you have a pointless ignition, timing usually doesn't change once it's been set right — but with jetting it's a little different.

Jetting is influenced by things like weather, altitude, oil mixture, etc. Remember that needles and needle jets can get worn from friction and vibration between them and should be checked.

A lean running condition usually takes care of itself (bike seizes) if it's not corrected in time, but if you pay attention you can usually hear the bike ping under load. If you do, try to note at what throttle opening the pinging occurs, and correct

Continued

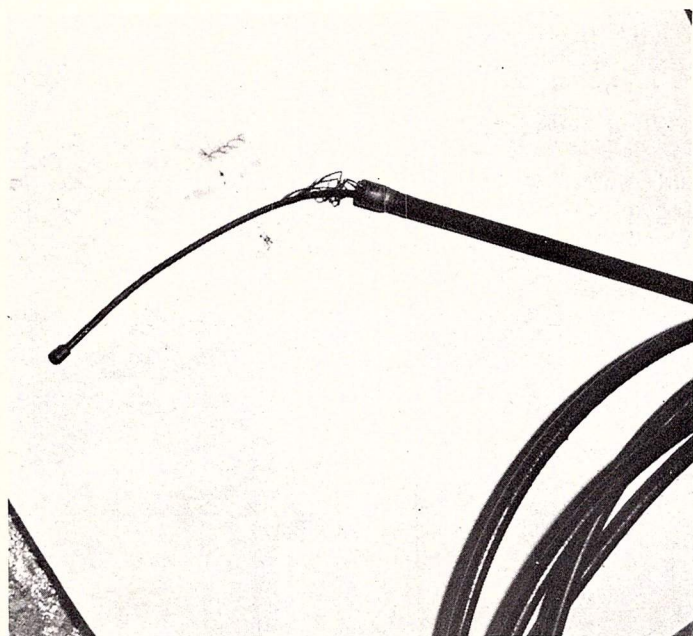


Motocross championships are to a very large extent won during preparation before the event rather than by having the fastest bike. Here, 1975 250cc World Champion Harry Everts is ready to go out on the Puch meticulously prepared and blueprinted by his works mechanic.

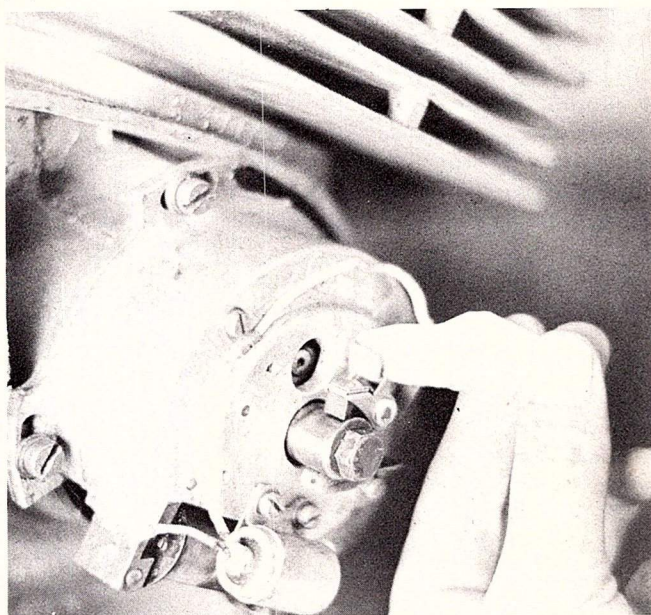
Frayed cables like this one are a no-no. They are both dangerous and bad for your finishing record. Replace immediately, and don't ride at all before it's done.

If you have a bike with points you'd better learn how to do a quick timing check. Different bikes require different procedures, but usually a dial indicator has to be used, together with some thin paper.

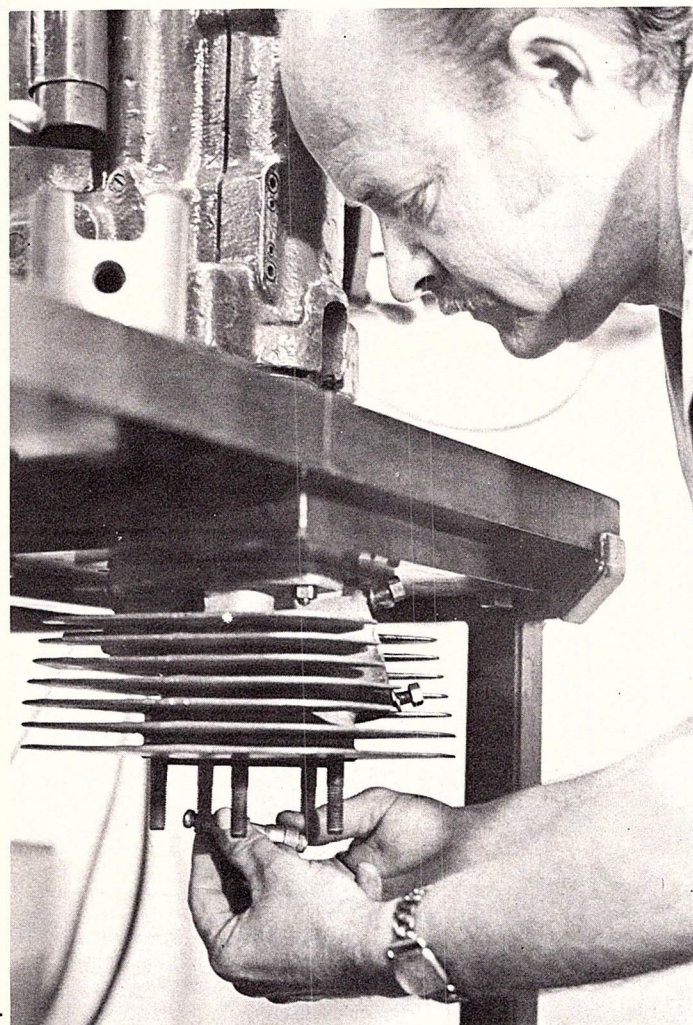
1.



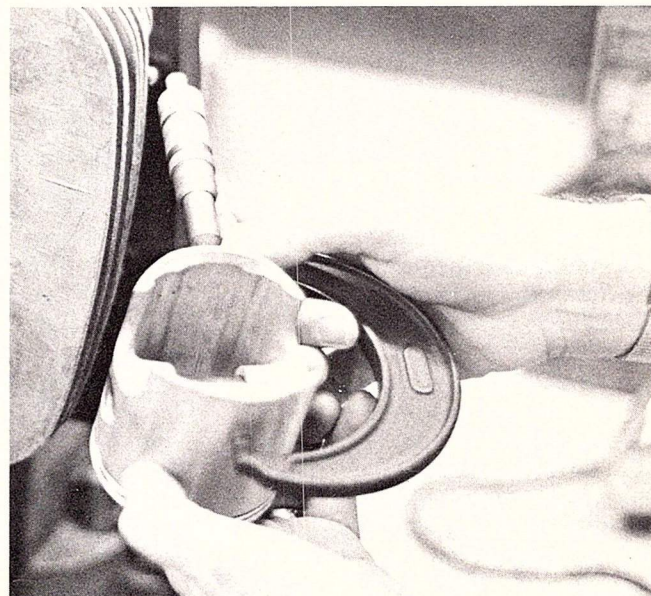
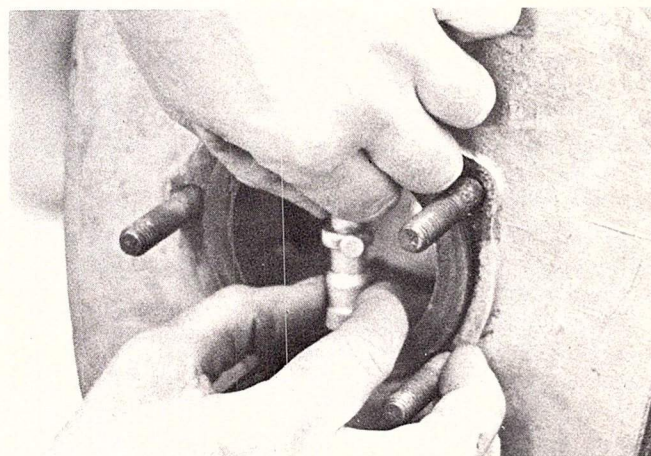
2.



3.



4.



If a bore job has to be performed, take or send the cylinder to someone who has a good reputation for doing this job. Don't try to save a couple of bucks by going to a cheapo place.

Cylinder and piston measuring require lots of knowledge and an inside and outside micrometer.

BLUEPRINTING

accordingly. (Remember — mainjet on wide-open throttle, needle and needle jet on half to almost-wide-open, slide cut under half-throttle and pilot jet and air screw from zero to one-quarter.) If the bike is slowly turning rich, check the air cleaner and make sure the element is clean and properly oiled. A bike that is not properly jetted can't possibly perform well.

Would you believe the sprockets and the chain are important for the power? They are. Worn sprockets and a dry chain rob power. Keep them in good shape and oil them as often as possible.

What about the suspension? It has to work right, oil has to be changed in the forks at regular intervals and dampening of the rear shocks must not have disappeared. If your rear end isn't modified for long travel suspension you should give this some serious thought now, although we won't tell you here how to perform that. Make sure the bars are straight and that the levers and cables work nice and smooth, so it won't tire you out more than necessary. The same goes for the brakes; they should work smoothly and effectively without any great force being used on them to make them work well.

OK, you have all this figured out and you still say you need some more ponies without having to invest a fortune. Then it's time for what's usually called "blueprinting." This means trying to get the top end to look like it does on the factory drawings or blueprints.

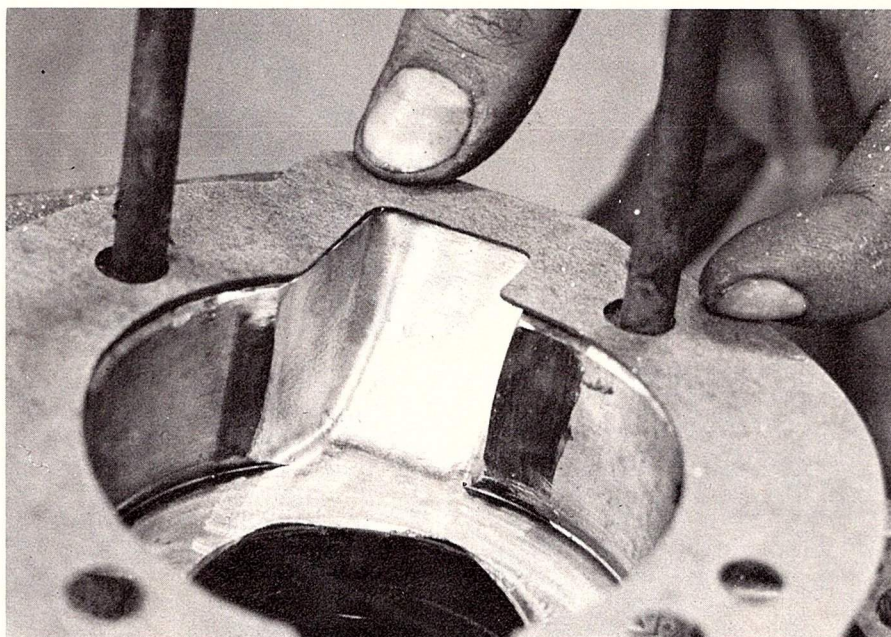
All parts manufactured always have tolerances listed on the drawing. It's very difficult to manufacture parts down to the last hundredths of a millimeter. It's not impossible, but it is time-consuming, and it requires expensive machinery. The finer the tolerances, the more expensive the product. Therefore, all parts have different tolerances depending on how important they are for the functioning of the bike. For example, the handlebar width may have a tolerance of plus or minus 3mm, which means that if they are supposed to be 700mm, they are actually all right if they are between 697 and 703mm. A piston, on the other hand, has a whole series of measurements, all within a hundredth of a millimeter. Also

intake and exhaust manifolds as well as cylinders have certain tolerances to their measurements. Therefore, an intake manifold may not always line up perfectly with the cylinder and the cylinder liner in reality, even if they do on the original drawing.

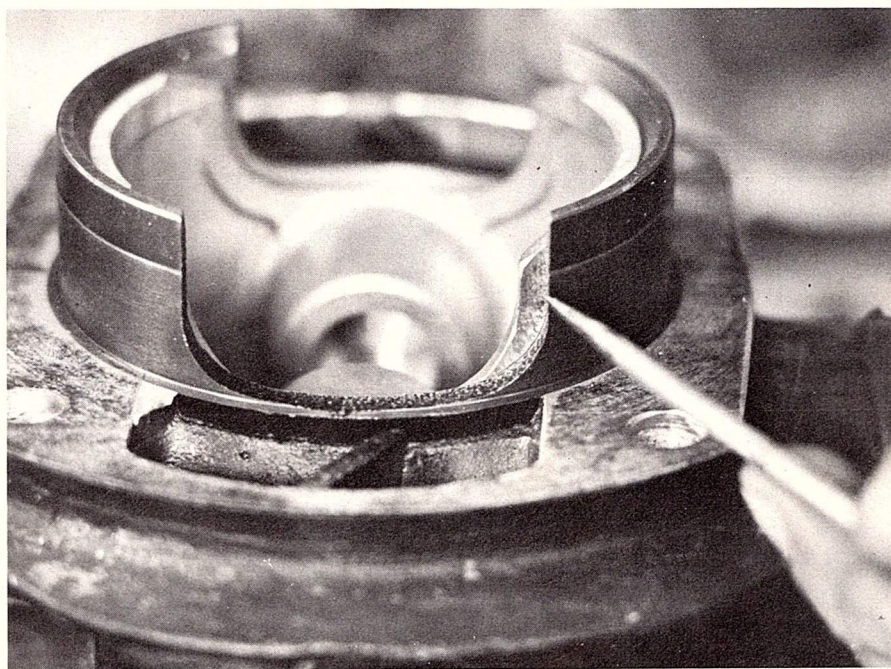
Pull the head, cylinder and piston off the bike. Remember always to lay a bike on its side before taking the cylinder off so you won't drop any dirt into the crankcase. Stuff a rag in there, and put the bike back

on the stand. Remove the piston.

What we are going to do now is line up the intake and exhaust manifolds with the cylinder, and remove any unnecessary steps in the transfers. We are, in other words, going to make the gas flow easier. First, take a look at the gasket that was between the cylinder and the crankcase, to see whether it's still sitting on the cylinder base or stuck at the crankcase. Looking at the gasket, you will immediately see if there is any mismatch. If the transfer



Typical blueprinting trick: Trim the gasket to fit the crankcase.



If the piston is smaller than the window in the cylinder liner, scribe a line and correct with a round file. Don't squeeze the piston in a vise while doing it, hold it in your hand.

hole in the cylinder is bigger than the crankcase, don't bother, but if the cylinder is smaller than the case it has to be corrected. With a round file, file away excess material until the cylinder has the same size as the crankcase, using a new base gasket as a template to compare the two surfaces. You might have to start by cutting the gasket itself to match the crankcase. When this is done, take a look at the intake port through the carburetor manifold. If there are steps, take it apart and correct with the round file. Same goes for the

exhaust.

Now, stick the piston in the cylinder. If the window in the piston skirt is smaller than the liner, remove material from the piston to match it up. Looking down into the transfer port, take the round file and round the sharp edge off the bottom of the window in the liner and finish it off with emery cloth. If the piston has any sharp edges on the inside, round them off also.

When everything is cleaned and matched and rounded, bolt it back together with new (and matched)

gaskets and you are ready to go.

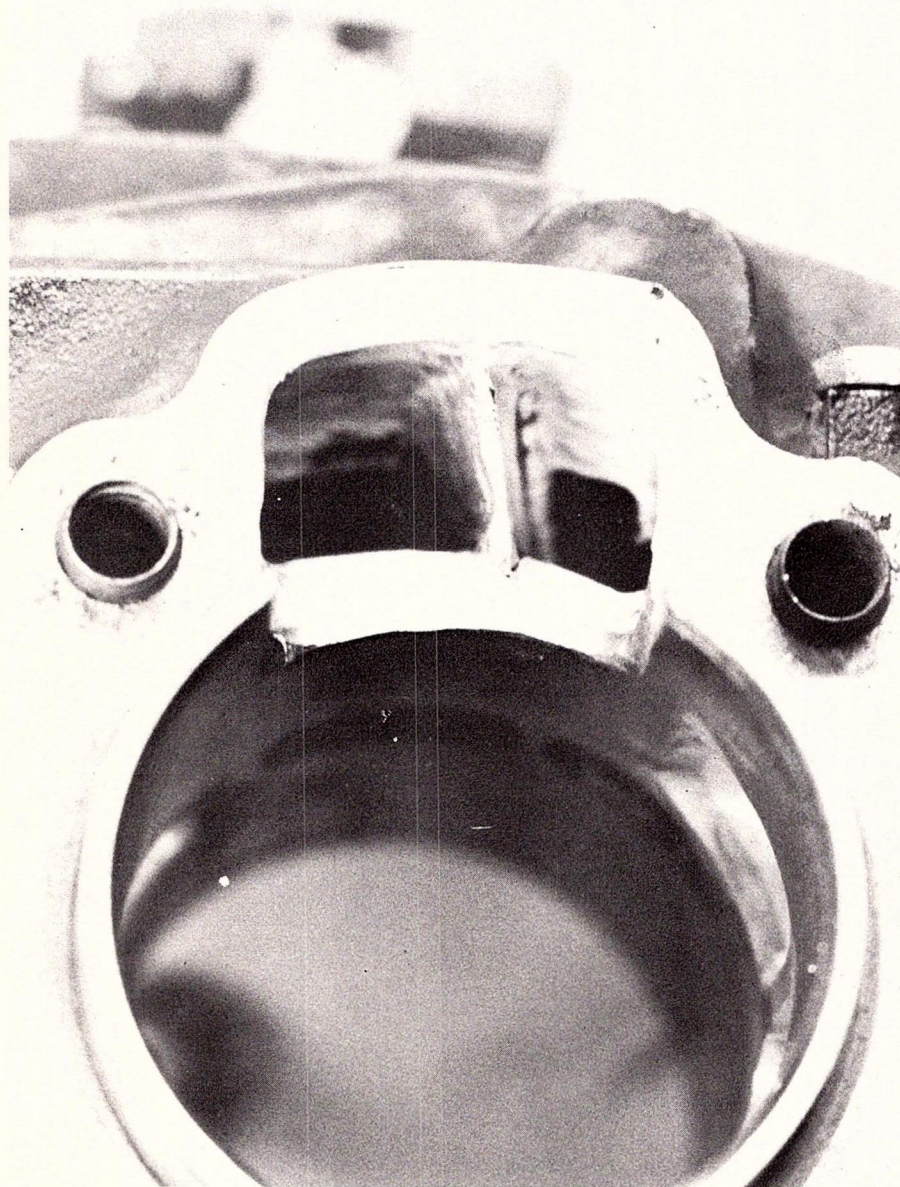
If you want to invest some money into getting even more power, you might have given a new exhaust pipe some thought. A pipe is a pretty good way to go, because you can always go back to the old one if you liked it better. That's not the case if you have raised the exhaust port or cut the piston. Keep in mind that most accessory pipes are made for racing and therefore are rather noisy — nothing for running around your own back yard with — and that they usually don't add any power without taking it away someplace else in the rpm range. They just plain raise the r's (and therefore the power), and that puts quite a lot more strain on the engine. Remember, "you can't eat the cake and still have it." (*An old Swedish proverb —ed.*)

As for changing port timing or cutting pistons — these things cannot be recommended as a general rule. You should get specific instructions for your particular model from someone who has been experimenting with this model engine for some time. All bikes are different in what can be done to them and in how they respond to different porting.

The same goes for compression ratios, except for one thing. If you ride your bike at high elevations, the compression ratio can be raised somewhat due to the lower air density at higher altitudes. Talk to your dealer or an experienced racer about how much the compression can generally be raised in your area if you live around the 2000-foot level or higher. This is not recommended as a general rule for bikes being ridden on or about sea level conditions. If raising the compression ratio is desired, it will require machining of the cylinder head.

Things not to do: Don't try to build your own pipe, or do some porting on your own. It's like finding the needle in the haystack, but worse. Smaller flywheels (like substituting the ignition flywheel for a rotor), or lightening up the clutch has no influence over the power output, but it may make the bike very different to ride. Some might like it, most won't.

So, start with your cylinder, take your time and line it up very carefully. Round all edges with a file and emery cloth. Mirror-like surfaces are not at all necessary, just smooth and clean and no steps please. III



7.

This cylinder has been "cleaned up." The transfer hole in the cylinder has been widened to match the cylinder, the divider bridge between the two transfers has been sharpened and the edge between the liner and the aluminum in the cylinder has been rounded. Compare it with picture #6, which is stock in all these respects.

*Thousands watch Ellis do it right,
everybody else crashes*

competition

THE SUPERBOWL

By Paul Boudreau

Photos by Paul Boudreau, Dick Miller, Marcia Holley and Maurice Goldman

50,000 berzerko race fans watched
Can-Am's Jimmy Ellis uncork
tape-measure shots off the grandstand
jump all night long



Continued

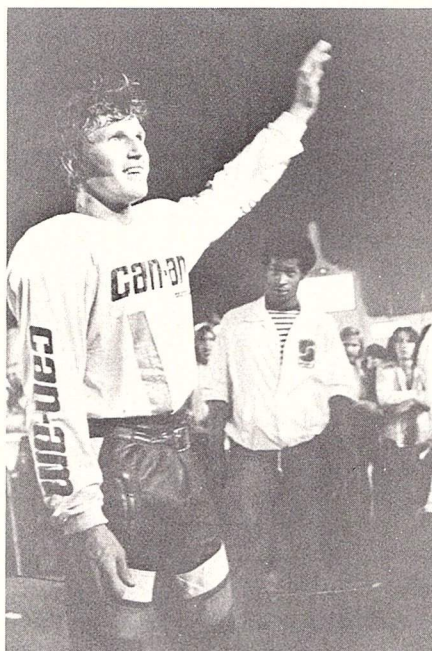
MOTOCROSS



THE SUPERBOWL

The L.A. Coliseum Superbowl track was designed to separate the rider from his motorcycle, and that it did with alarming swiftness and sureness. Pre-race favorite Marty Smith was the first to go as he eyeballed the wrong turn on the start of the first moto and ended his RC250 Honda into oblivion — turning the holeshot over to Rex Staten. Many thought Rocket Rex could walk away with it, and he was in the process of doing just that with uncharacteristic smoothness when the track once again had its way. In the tricky mounds before the grandstand uphill, Rex got about ten feet in front of his CZ and was then run over by his own bike. Staten went down for an eight-count and got a standing ovation from the crowd of 50,000 who came to see the show.

Zdenek Velky, carrying the colors for CZ in the absence of last year's Superbowl winner Jaroslav Falta,



Dallas, Daytona, Houston and the Superbowl. A perfect score so far for Ellis.

ended up winning the first moto, getting second in the middle moto, and was in solid to win the overall in the final heat when he pitched himself over the bars while engaged in a running battle with Jim Weinert over second place.

The track took World Champion Heikki Mikkola and mashed him into the dirt. It broke a peg off Roger DeCoster's Suzuki. It took National Champion Tony DiStefano and spun him 180 degrees as he went to pass the leader. A moto later it rolled him up like a pill bug and sent him over the front fender of his Suzuki in a perfect somersault. The crowd roared its approval.

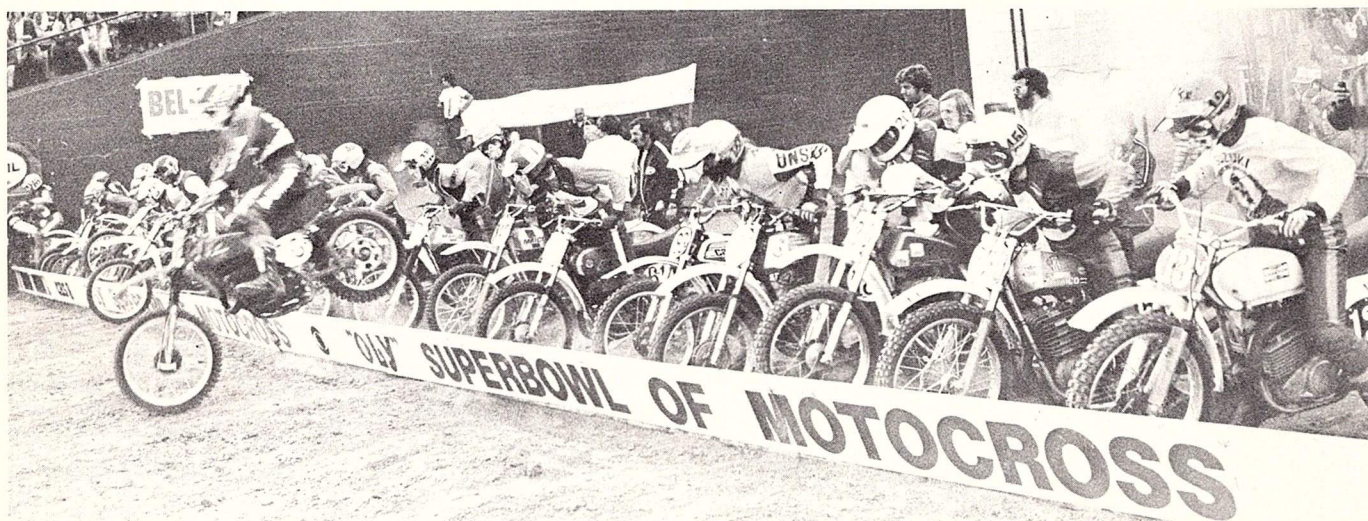
But there was one man the track could not beat. Jimmy Ellis came from dead last in the first moto to battle virtually every rider on the track and score his fourth consecutive super-track victory for Can-Am.



A high school championship race provided some unbelievable wipe-outs to watch between the big events.



Sue Fish won the six-lap Women's Support moto.



The guy operating the starting gate was told not to pull the lever until he heard the skyrockets. The skyrockets were a little late.



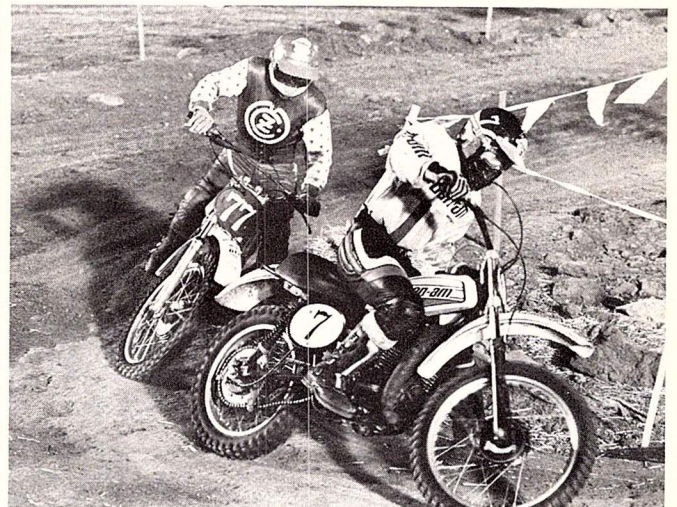
The two World Champs, Mikkola and DeCoster, had difficult rides. Each unloaded, with Mikkola's engine disintegrating while it lay on the ground at full throttle. DeCoster's throttle grip was loose in the first moto, in the second he fell and rode poorly, and in the third he rode well and his footpeg fell off.



Before the start of the second moto, Suzuki pit boss Saku and mechanic Brian Lunniss lean into Roger DeCoster's factory 250. A loose throttle grip and a broken footpeg put the new World Champion out of contention.



Heikki Mikkola took a tumble in the first moto and sat out the rest of the evening.



Ellis and Velky were never more than this far apart throughout the second moto.



Tony DiStefano pressured the leaders at several points in the three motos but couldn't stay on his Suzuki long enough to score.



A third moto getoff, while trying to hold off Jim Weinert for second place, cost Velky the Superbowl of Motocross win.

THE SUPERBOWL



Gaylon Mosier, as expected, won the 500cc Support class. Rear suspension on his 450 Maico produces 10½ inches. Two drive chains coupled by an intermediary sprocket shaft at the swingarm pivot eliminate chain slack.



Ken Zahrt, missing several laps of the last Support race with a sprocket full of Pennzoil banners, put on a little show for the fans.



A bone-crunching eat knocked Rex Staten (19) out of the lead in the first moto, but the tough CZ rider came back to finish fourth in the final heat. Pierre Karsmakers (21) overcame a spinout in the final moto to take third overall.



MXA staff supershoe Peter Maly puts his Coast Moto Cycle 400 CZ to work on the inside. He scored ninth in the Support class.

SUPERBOWL RESULTS

250cc Class

1. Jim Ellis, Oakdale, CT (4-1-1) Can-Am
2. Jim Weinert, Laguna Beach, CA (3-3-2) Yamaha
3. Zdenek Velky, Czechoslovakia (1-2-12) CZ
4. Pierre Karsmakers, Mission Viejo, CA (6-7-3) Honda
5. Rich Thorwaldson, Cerritos, CA (7-10-4) Maico
6. Tony DiStefano, Morrisville, PA (2-4-15) Suzuki
7. Rex Staten, Fontana, CA (14-5-6) CZ
8. Gary Semics, Lisbon, OH (10-9-7) Kawasaki
9. Kent Howerton, San Antonio, TX (11-6-9) Husqvarna
10. Mike Runyard, Hacienda Heights, CA (9-11-8) Can-Am
11. Jim West, Pasadena, CA (16-8-5) Maico
12. Yoshifumo Sugio, Japan (8-13-10) Yamaha
13. Peter Lamppu, Van Nuys, CA (13-14-13) CZ
14. John DeSoto, Waianae, HI (18-12-11) Ossa
15. Mike Middleton, Cupertino, CA (15-15-14) Maico
16. Arne Kring, Sweden (5-22-22) Husqvarna
17. Nils Nilsson, San Diego, CA (12-22-22) Husqvarna
18. Bill Clements, Pasadena, CA (17-22-22) Husqvarna

500cc Support

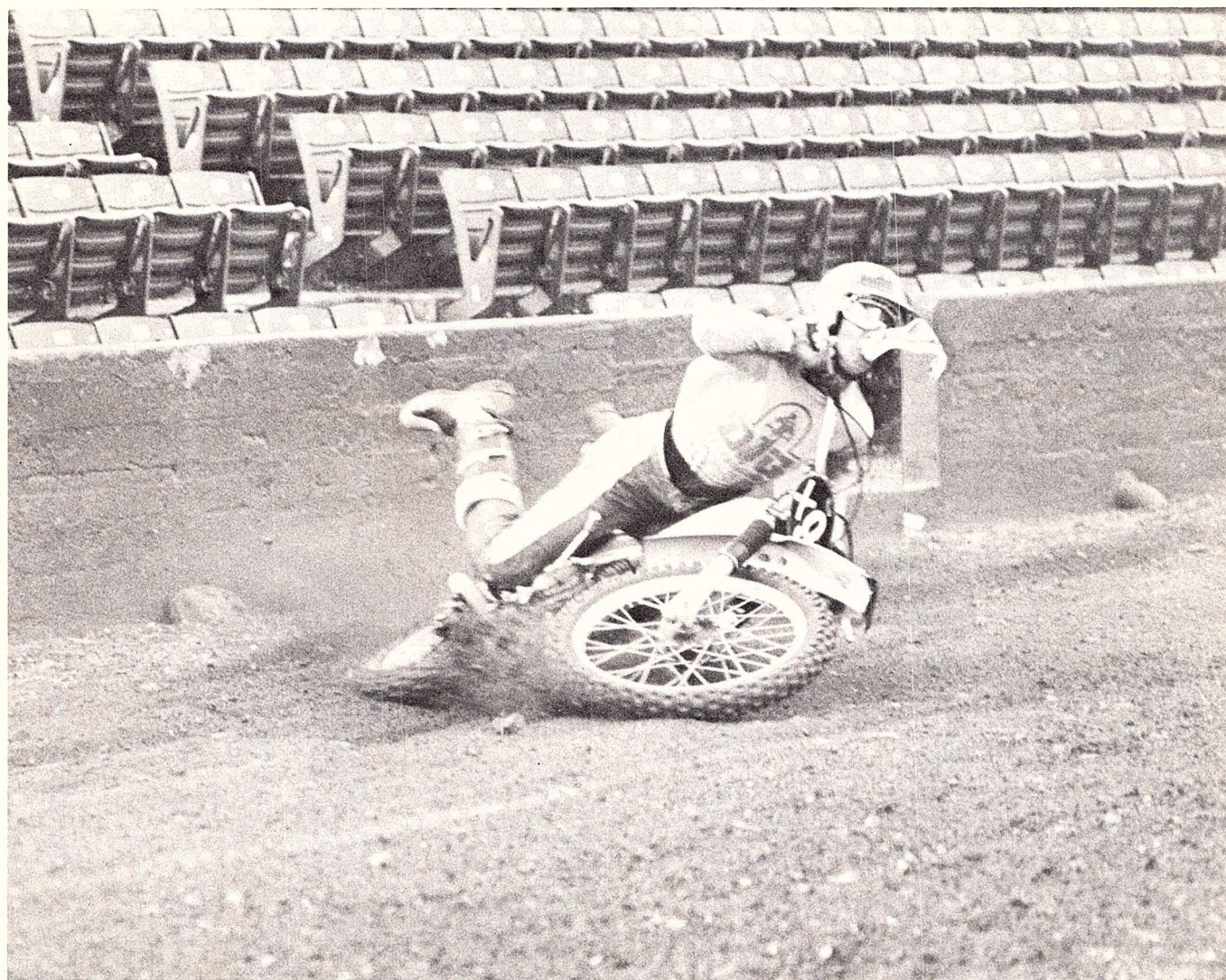
1. Gaylon Mosier, Garden Grove, CA (1-2-2) Maico
2. Tom Croft, San Diego, CA (2-3-3) Honda
3. Doug Sherman, Rowland Heights, CA (4-1-7) Maico
4. Bruce Baron, Santa Ana, CA (7-5-1) Yamaha
5. Mike Hartwig, Lapeer, MI (5-6-5) Husqvarna
6. Bill Rubly, Carson, CA (8-7-4) Maico
7. Terry Clark, Lancaster, CA (3-4-17) Husqvarna
8. Carl Zortman, Colorado Springs, CO (6-8-15) Yamaha
9. Peter Maly, Huntington Beach, CA (10-12-9) CZ
10. Wayne Boyer, Poway, CA (11-10-11) CZ

ouch!

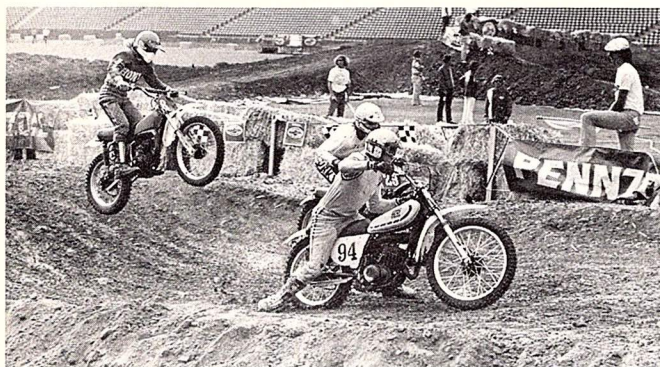
MXA'S HIGH SCHOOL SOPRANO AWARDS

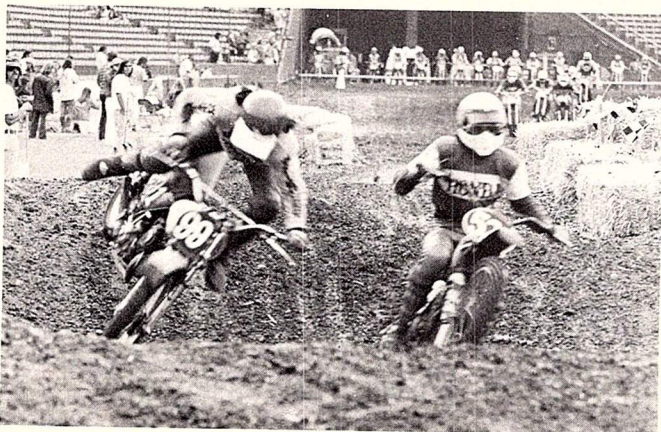
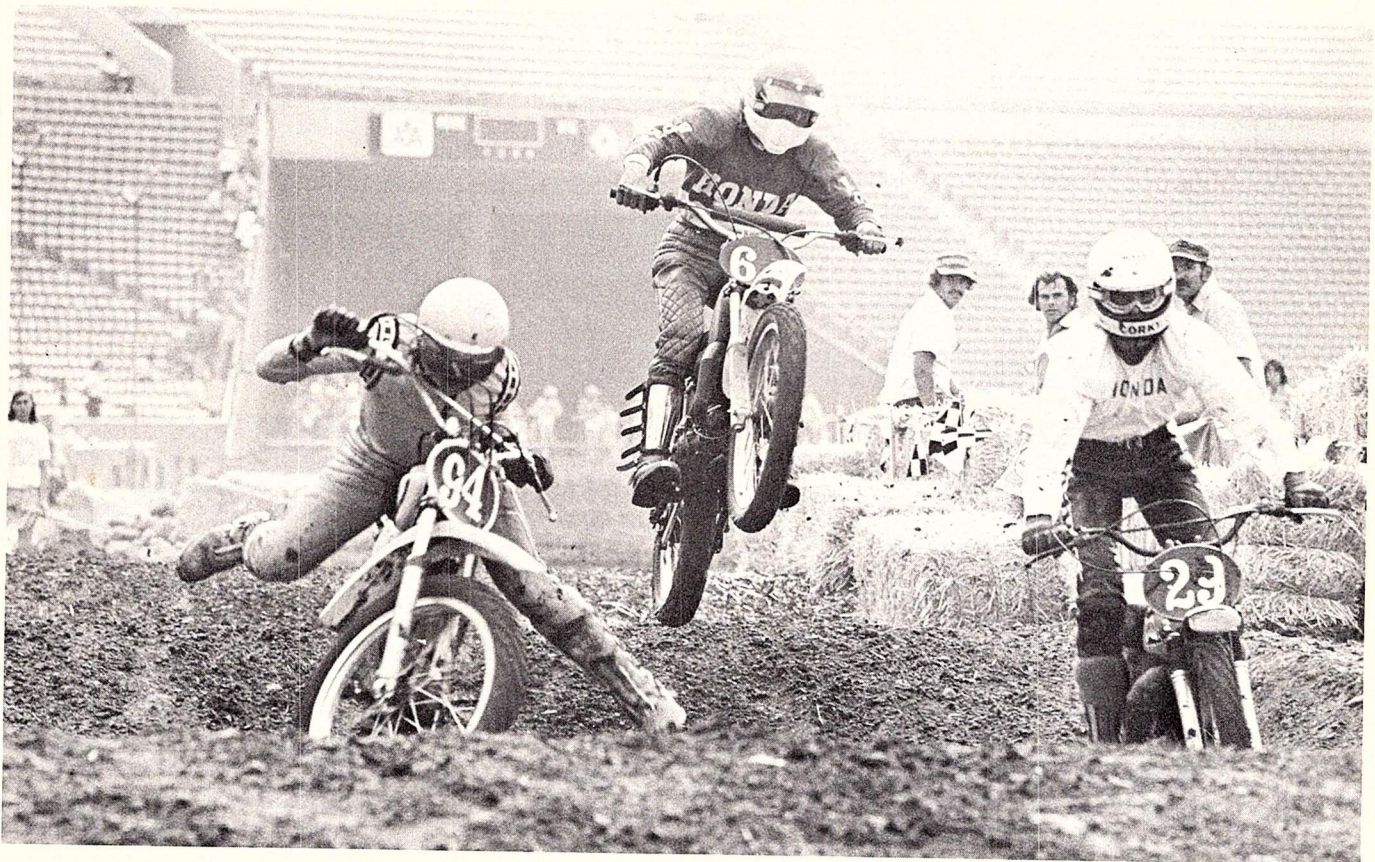
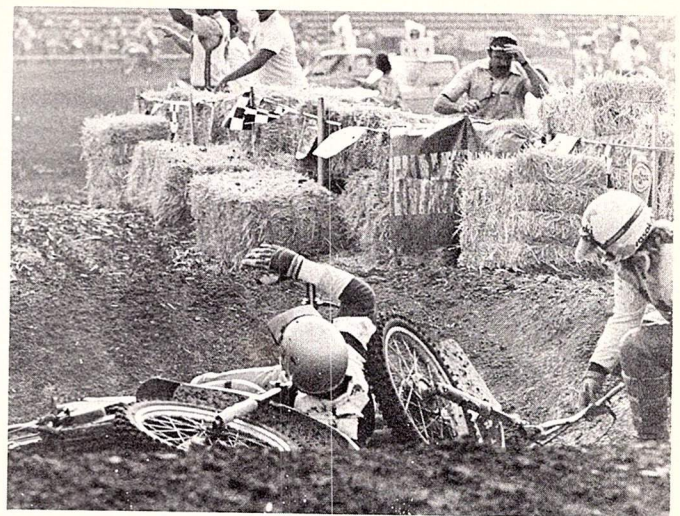
The Superbowl of Motocross track was "christened" by the High School MX Championship riders on the night before the biggie. These photos show some of the exciting highlights of the night's action

Sympathetic photos by Dick Miller, Marcia Holley and Gunnar Lindstrom

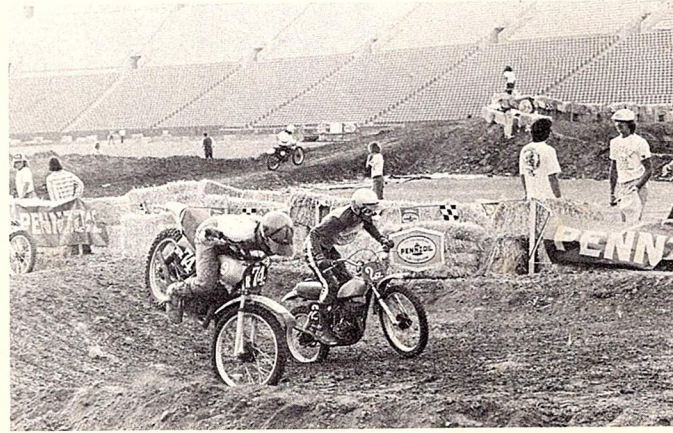


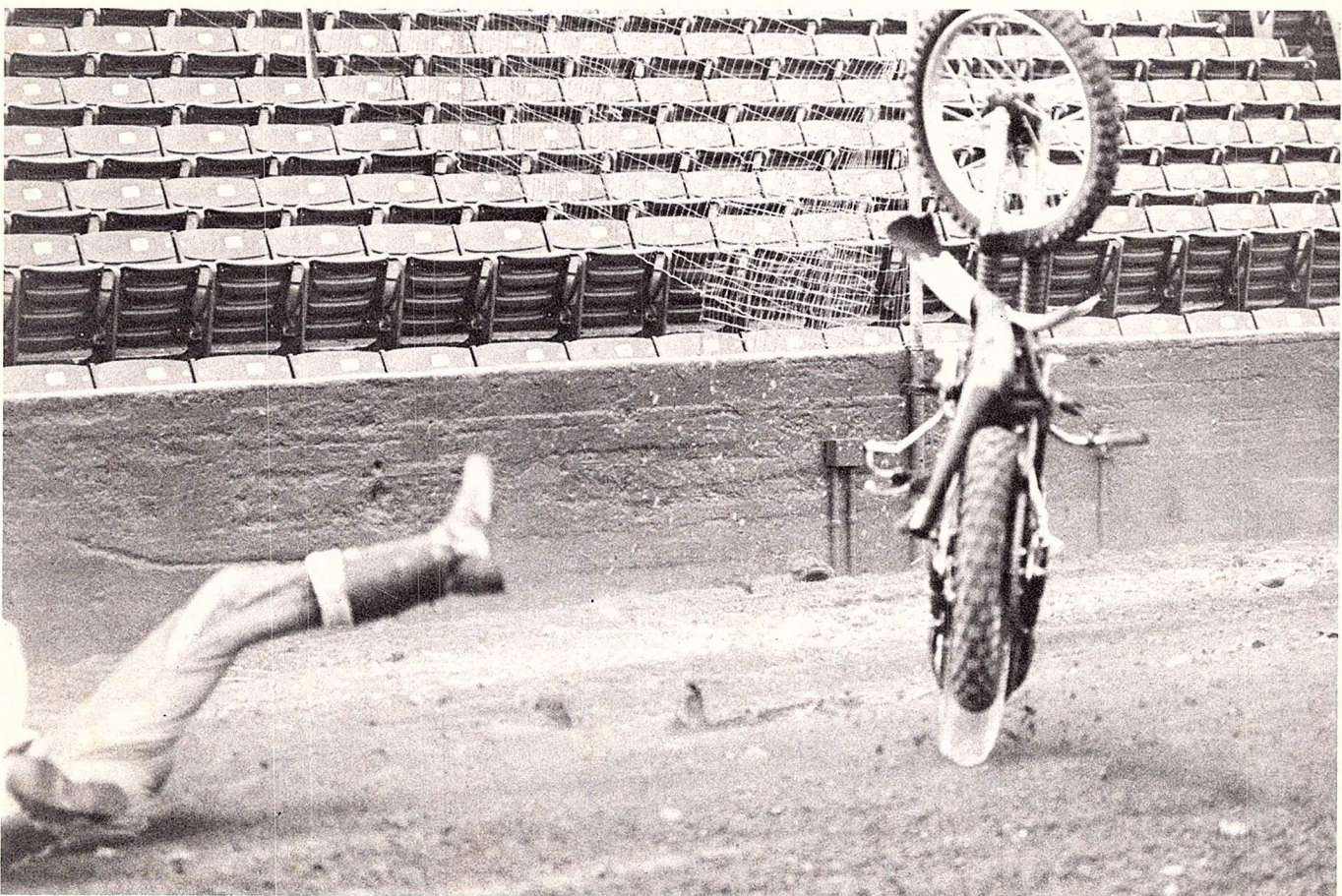
MXA'S HIGH SCHOOL SOPRANO AWARDS





MXA'S HIGH SCHOOL SOPRANO AWARDS





technical HONDA CR250 STEERING HEAD MODIFICATION

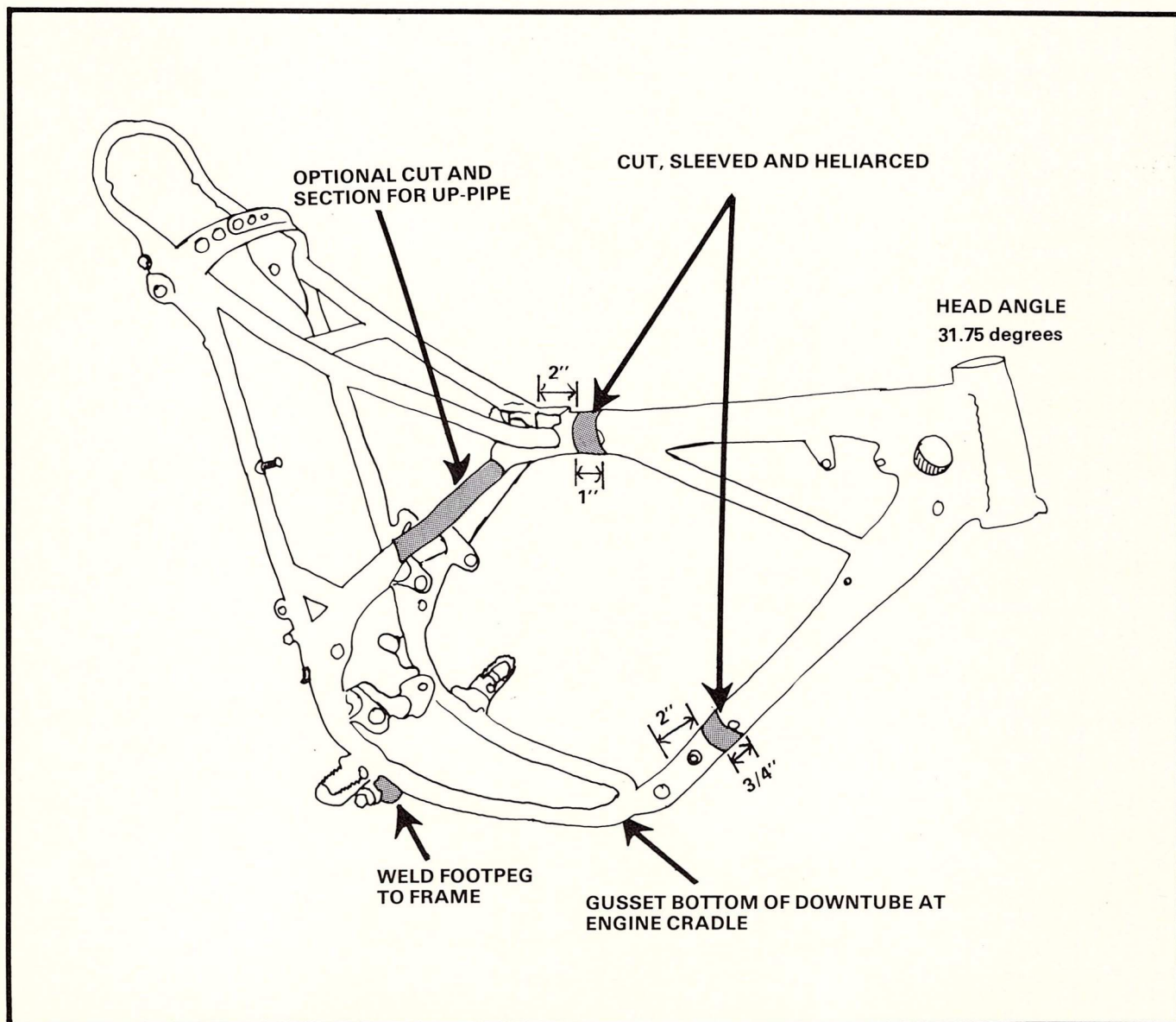
Happiness is a short frame

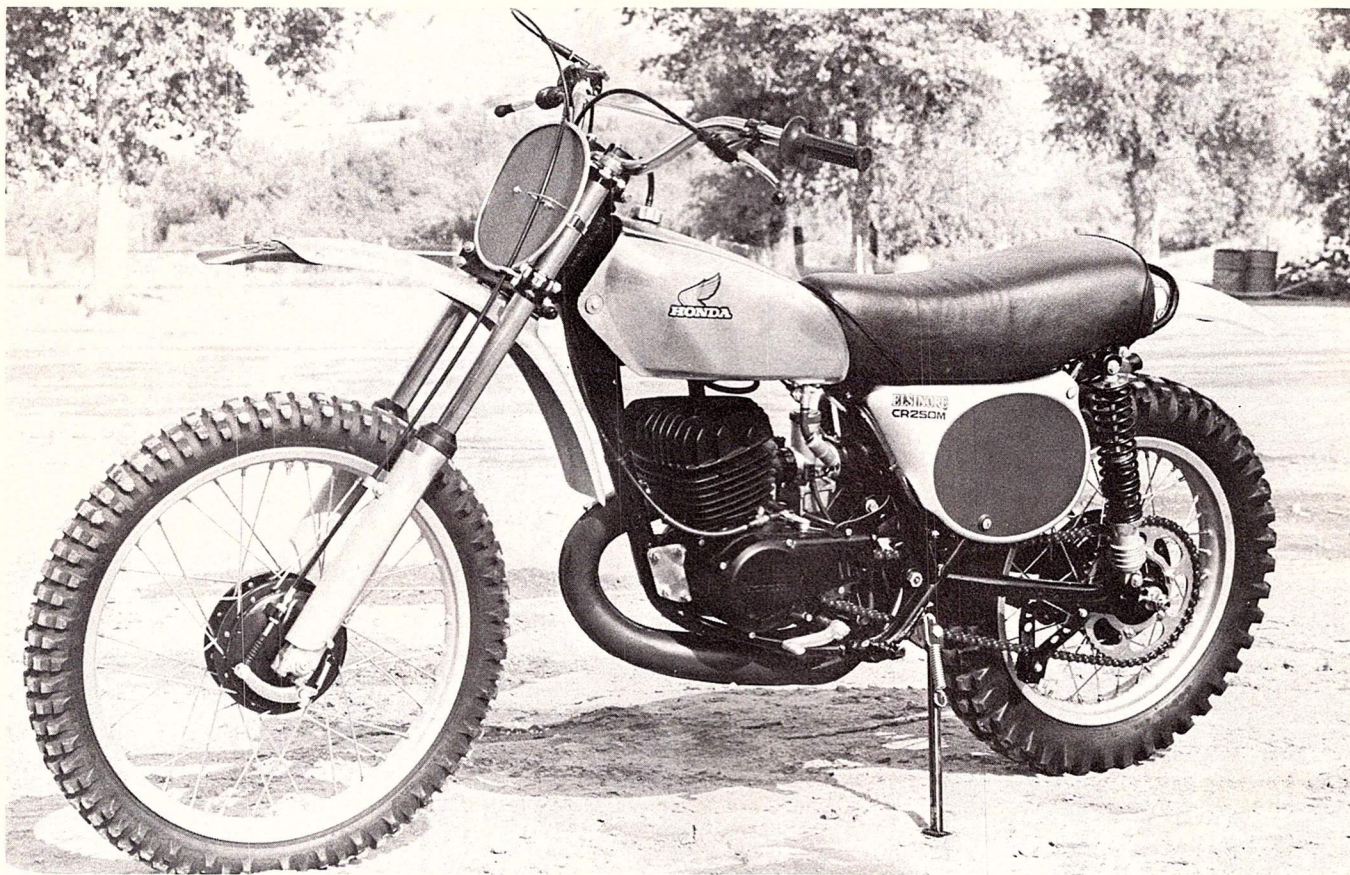
Pre up-pipe Honda CR250 Elsinores had a problem: They tended to understeer in the turns and otherwise hop around on the straights. It seemed to most experts that the problem was the result of a very long (57 inches) wheelbase. The solution, quite simply, was to shorten the frame. Of course cutting and welding a frame is an exacting

procedure that requires more than a couple of sawhorses. If done without a special jig, the steering head angle gets screwed up and the head itself sometimes gets knocked out of line.

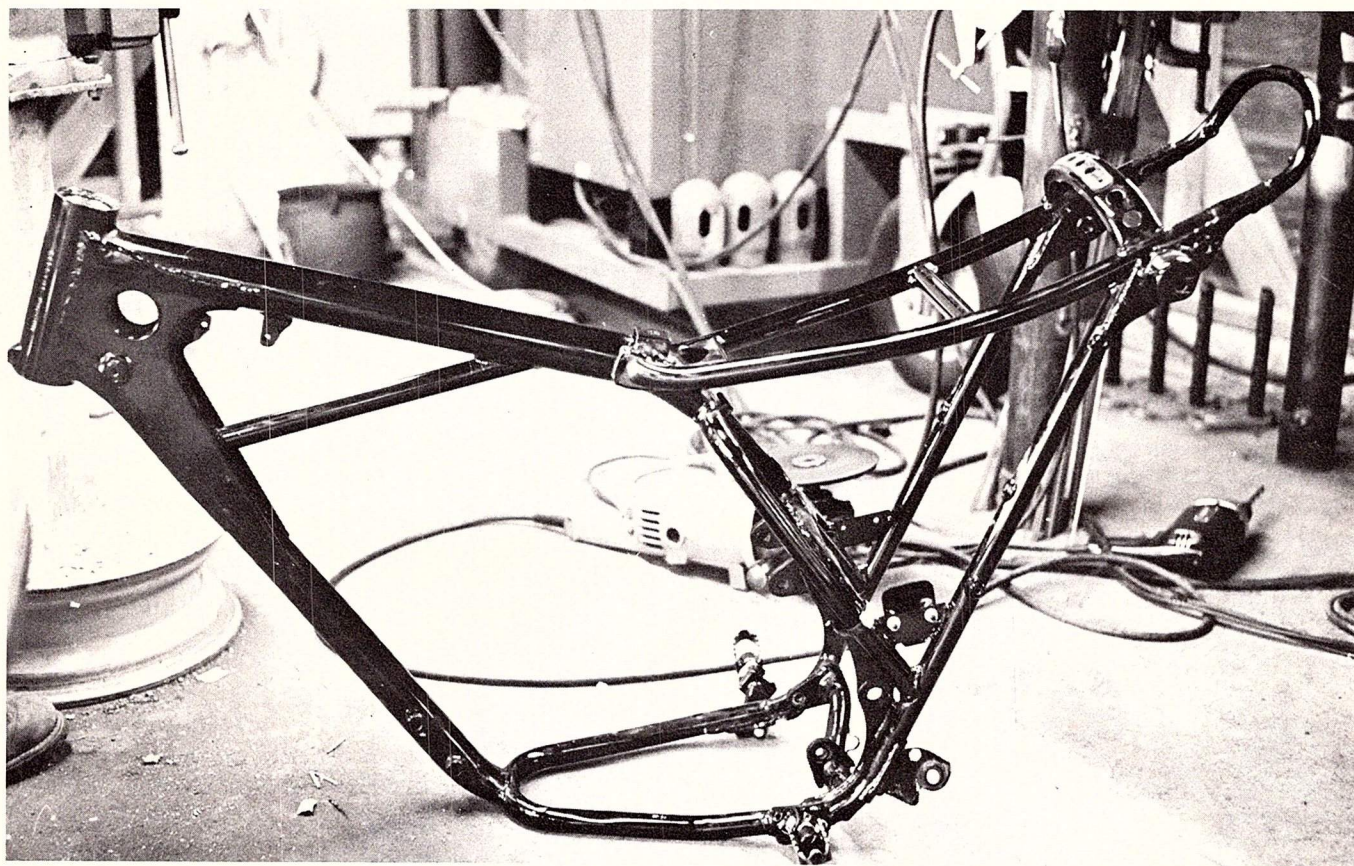
Al Baker has developed a special jig and a method of taking one inch out of a CR250's wheelbase that is fast, relatively inexpensive and leaves you with a bike that steers a

lot better. The cost: \$65 for the complete job with motor mounts and everything. Al Baker says your satisfaction is guaranteed. Contact: Al Baker Racing and Development, 15174 Raymer St., Van Nuys, California 91405, or call (213) 997-7055 and tell him you want your tubes cut. ///





After grinding, painting and reassembly of the Elsie, the only thing that gives it away are the new forward motor mounts that come with the job.



The Honda CR250 frame, ready for work. Everything that doesn't look like a frame is removed.

HONDA CR 250 STEERING HEAD MODIFICATION



Measurements are taken and marks made at the appropriate places.



Holes are drilled above and below where the frame is to be cut. These will be used to weld the filler tubes in place.



Cuts are made using a tube cutter. This tool makes the cuts clean and perpendicular.



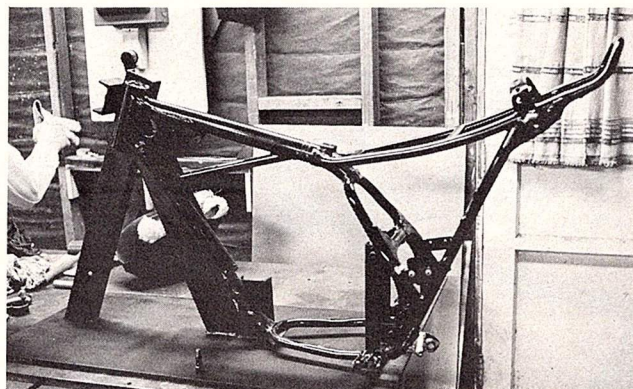
At this point, Al Baker himself moves in to debur the cuts.



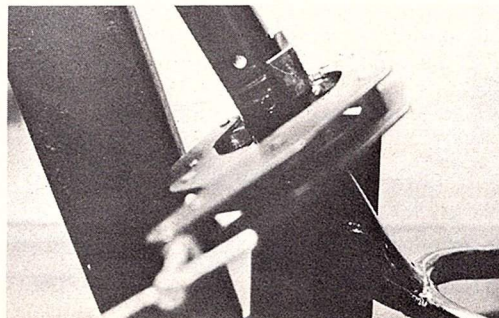
Filler tubes are set in place using the most advanced tools available.



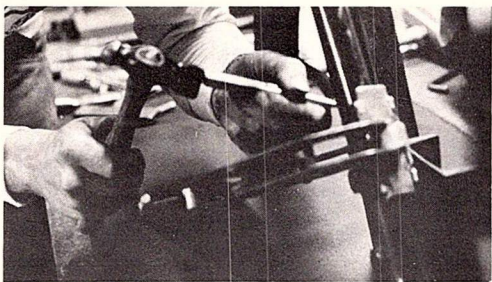
The two pieces of the frame are fitted back together at the top tube and carefully set into the secret Al Baker R&D jig.



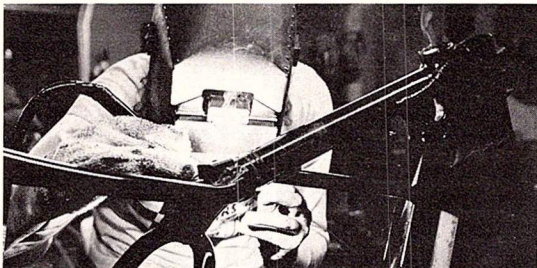
The secret Al Baker R&D jig.



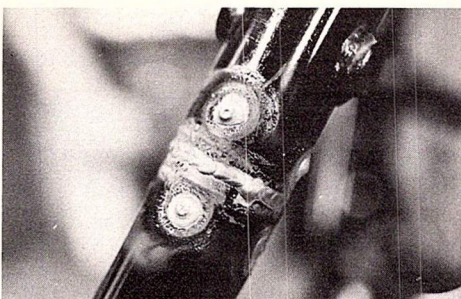
The downtube, with the filler tube in its upper part, is aligned and clamped.



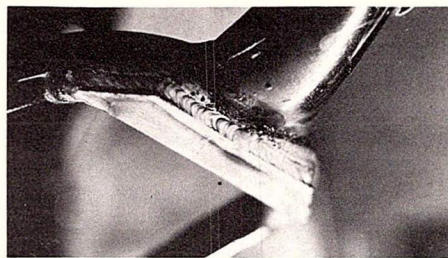
Using a hammer and punch, the filler tube is positioned.



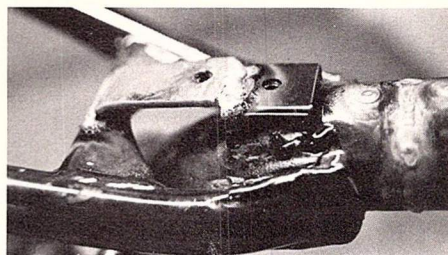
All welding is done by a heliarc specialist.



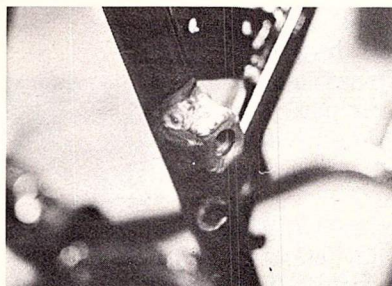
The finished weld is quite strong.



A brace is added to insure frame integrity at the bottom of the downtube.



Other details include a repositioned tank mount . . .



. . . and a beefed-up pipe mount.



The Baz demonstrates the results: more front end bite in the turns.

The mathematics of the thing had to be glaringly obvious to Pierre Karsmakers. Of the five major titles to be won in American motocross in 1975, only two, the 500cc National title and the Trans-AMA Series crown, remained to be decided. And of the five races in the short 500cc Series, one had already been run. Pierre had gone pointless in that one. Not so the competition.

At Baldwin, Kansas, in early June, defending Open Champion Jim Weinert had pushed his monoshock Yamaha to a two-moto sweep and the winner's reward of 150 series points, while new Kawasaki team leader Gary Semics, trying to pick up where the defecting Weinert had left off, had combined two steady rides for the runner-up position and 120 points. Husqvarna's Kent Howerton, a narrow loser to Semics in the battle for second, had won an even tighter contest with Billy Grossi to take third-place money, and Steve Stackable had collected the sixth-place points by edging his Team Maico into position behind the Wheelsmith Maico of Gaylon Mosier.

The two important names missing from the Baldwin points list were those of Karsmakers and Tony DiStefano. Neither rider had finished in the money; DiStefano fell victim to mechanical problems only a few laps from the end of the first moto, while Pierre crashed heavily and had to leave the race. So, two of the riders most certain to figure importantly in the brief five-round series had been blanked at the first race, leaving both 150 points behind defending champion Weinert with only four races remaining. At Yamaha a round of congratulatory back-patting could be excused as being numerically sound, if slightly premature.

You could understand it if Tony DiStefano didn't contemplate Weinert's edge with a totally grim mien. As the National riders approached the second race of the series at Moto-Masters Park in Mexico, New York, Tony D. had already wrapped up the 250cc National and Inter-AMA titles. He could afford to screw-off for the rest of the year if he wanted to, to go lie on a beach somewhere and reflect wearily on fame. He wouldn't, of course, but he *could*, and being in that kind of position tends to ease the pressure. Maybe Weinert and the

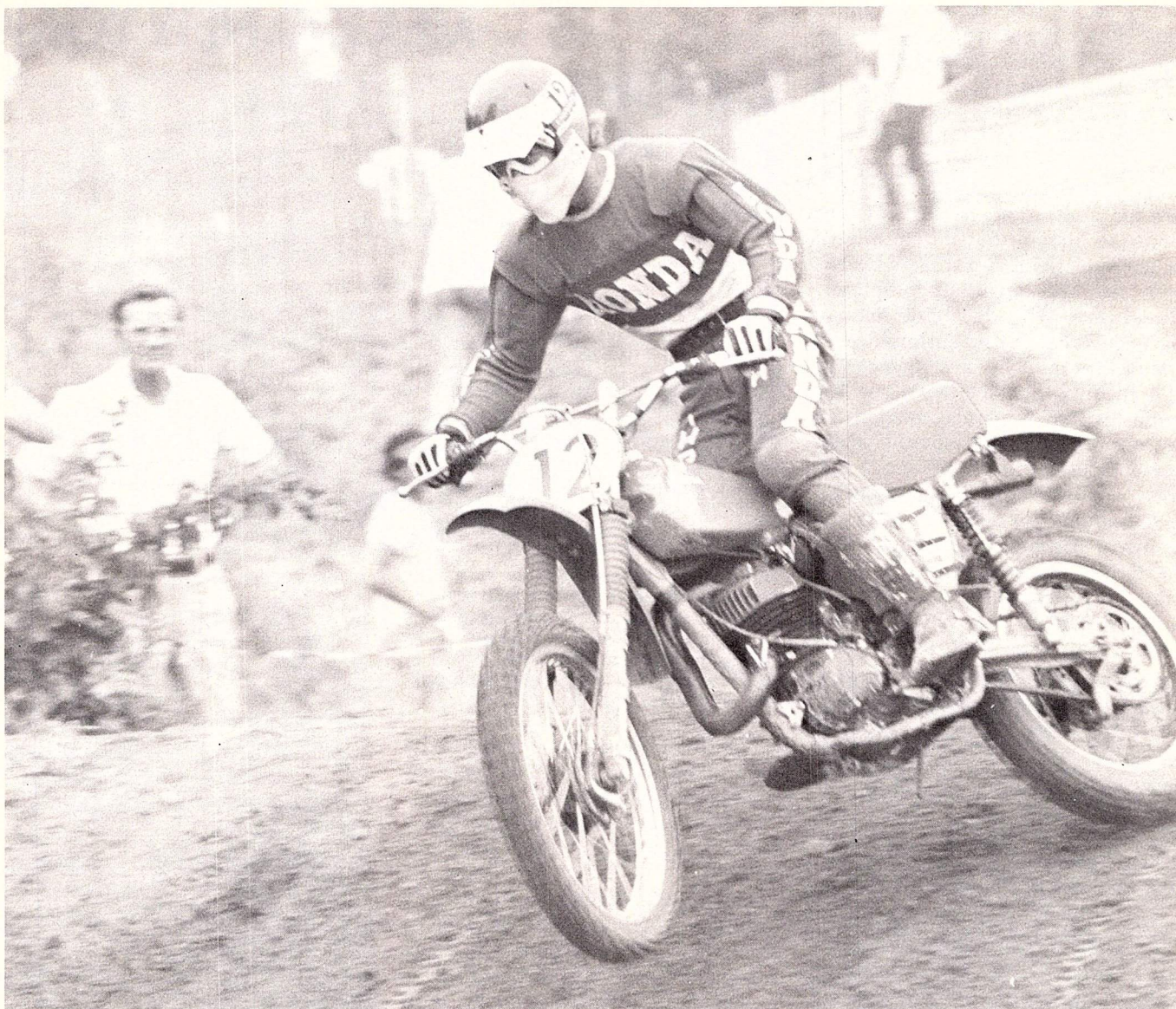
500cc national **MEXICO, NEW YORK**

Pierre Karsmakers did everything right, but nothing he could do could prevent Jim Weinert finishing second

Story and Photos by Mike Kerley



Jim Weinert increased his point lead in the shortened five-event series with a close second to the overall winner Pierre Karsmakers.



With his first ride on an open-sized Honda, Marty Smith rode to a creditable fourth overall. He had the holeshot in each moto, substantiating the fact that he is one of the best starters in National motocross.

others would slack off, have some bad luck or whatever, and Tony would be there ready to pounce. If not, though, no one could really say that the friendly kid from Morristown, P-A, hadn't had a successful season.

The mathematics were different for Karsmakers, and the worry lines on his race face cut a whole lot deeper. Owner of the fattest contract in American motocross, with a salary estimated at \$72,000, Pierre knows better than anyone that if you divide seventy-two thousand by any number except Number One you end up with a net loss. American Honda has hired Karsmakers to produce motocross titles, and while

his crash at Baldwin had shown a competitive fire which should warm the cockles of any racing team manager's heart, the only thing the corporate accountants on the other side of the Big Bitter would be interested in would be what that large chunk of American dollars had bought them at the end of the year. I mean, do you have any *idea* of how many CR125s you have to sell to scrape together a net \$72,000? The Moto-Masters race was a must event for Pierre, one he had to win to stay in a chase he might already be out of. One hundred and fifty points is a hell of a deficit to have to make up in four races. Smile, Jimmy.

* * *

Well, yes, Jimmy Weinert is smiling before the race. He may be a daddy now, and a responsible land owner in upwardly mobile Mission Viejo, California, but he's still a

New York kid and it's good to be home and on top. Around a track-side campfire the night before the race Weinert is loose and joking, with only a subsurface edge of tension in his manner giving away how badly he wants to hold onto his title. He talks in generalities, about how the new gas forks on his monoshock are working out, about how racing equipment has been upgraded since he began racing, and about how he thinks that he'll race in Europe in, maybe, two years, "when my body's built up for it." The next morning the only rider to match Weinert's determination in practice will be Karsmakers. The jiving kid of Kawasaki's old "Team Acid Rock" is gone forever.

* * *

Here to stay, but wishing at the moment he was somewhere else, is Marty Smith. Having already

Continued

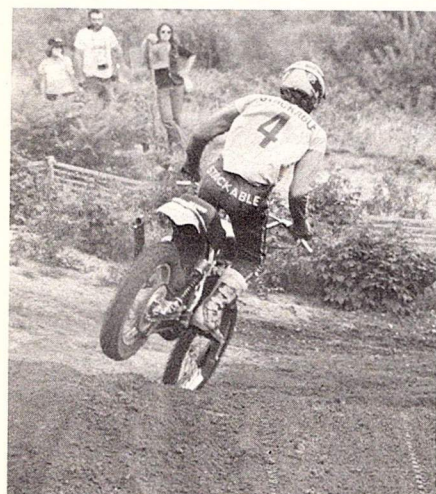
MEXICO, NEW YORK

defended his 125cc title with almost ridiculous ease, and having mugged the world's finest 125 riders at the U.S. 125 Grand Prix in Ohio, Marty has had a successful season too. But Honda wants him to ride the 500cc National Series now, and Marty can't really dig it. The small bikes are his home, and he dislikes open bikes so much that he has never raced one. Ever. Smith gets his first ride on the less-than-completely-developed Honda big-bore on Saturday. He is not enthused. "It's too fast for me," he says, and you get the feeling that if they'd let him enter his 125 in the race he'd jump at the opportunity. But the other teams aren't that stupid, so he's stuck with lots of power and less suspension. "One thing," says Marty, "I'm not going to do something stupid and get hurt. I'm just going to cruise it and stay out of trouble."

In his bid to stay out of trouble Smith grabs the holeshot and leads



A tiring Kent Howerton is about to relinquish his second moto lead to a determined Weinert. The promoters had turned the "could be" very dusty Moto-Masters track into ideal motocross terrain with a very thorough pre-race watering.



Steve Stackable motored his way to a fifth for the day. He was running in fourth early in the second moto but faded to a ninth at the end of the 40-minute-plus two-lap moto.

Karsmakers, Howerton, Bob Harris and Weinert through the first turn. But Marty Smith on a big-bore isn't Marty Smith, and by the end of the second lap both Karsmakers and Howerton have gotten by. By the third lap Weinert is by too, off in pursuit of the frontrunners.

Tony DiStefano is already out of it, as is his teammate Billy Grossi. Grossi, who ended hard on the first lap, is a lap down before he can get himself back together, and Tony has even bigger problems. He loops his Suzuki on the front straight, and before he can pick the bike up Gary Chaplin runs over it, bending a shock. Starting to charge, DiStefano

gets into a tank-slapper, and for the rest of the moto he has to cool it, staying out of trouble as best he can. "Nothing worked right after that crash," says Tony, "not even the forks!"

Meanwhile, Karsmakers is already building a comfortable lead over Kent Howerton. Weinert is back further, having had to stop to let his mechanic adjust his goggles, and Steve Stackable is in fourth, followed tenaciously by Smith. With only a few minutes left in the moto Karsmakers has all the breathing room he needs, while Howerton has a long lead over Weinert. The only drama is in the battle for fourth, where Smith is beginning to push hard at Stackable. The two continue to dice, Smith not quite able to work the big Honda by. Then, on the last lap, Smith makes his move and the two bikes collide. Both bikes go down, and as Marty Smith reaches down to pick his up he gets sick all over the tank. But he picks the Honda up and leads Stack around the last half of the course and across the finish line in fourth. Not bad for a cruiser.

Marty Smith grabs the holeshot again in moto two, with Howerton, Stackable, Weinert and Harris close behind. Karsmakers, victim of a bad start, comes around in eighth after one lap. Jimmy Weinert, determined



Roy "Tuner" Turner is about to send Pierre out to a first moto win on his RC400 Honda. His second place finish in the second moto was good for the overall and Honda's first big-bore National.

to make up for the goggle incident, moves into second after two laps, and on the next lap both he and Howerton take Smith. Karsmakers is having trouble working the savagely bouncing Honda through the crowd.

After 15 minutes, the moto has taken shape. Howerton is in the lead again, with Weinert ("I was worried about that famous Howerton charge until I realized it was too early for that") and Tony DiStefano right

Continued

Opposite: Billy Grossi lays the move on Marty Smith, unlapping himself after his first moto endo.



MEXICO, NEW YORK



Bill Butchka tends to Weinert's pit stop in the first moto while Stackable decides whether he wants some of that water squirted on him in the intense New York heat.



Billy Grossi is really starting to get dialed on his Suzook. A first moto getoff while dicing with Weinert for third cost him, and he ended with a seventh overall for the day.



Gary Semics, Kawasaki's flashy speedster, showed up at the Mexico National with super tuner Steve Johnson. Gary has been out of action for a while, but he rode to a strong sixth overall on the tiring Moto-Masters Park course.

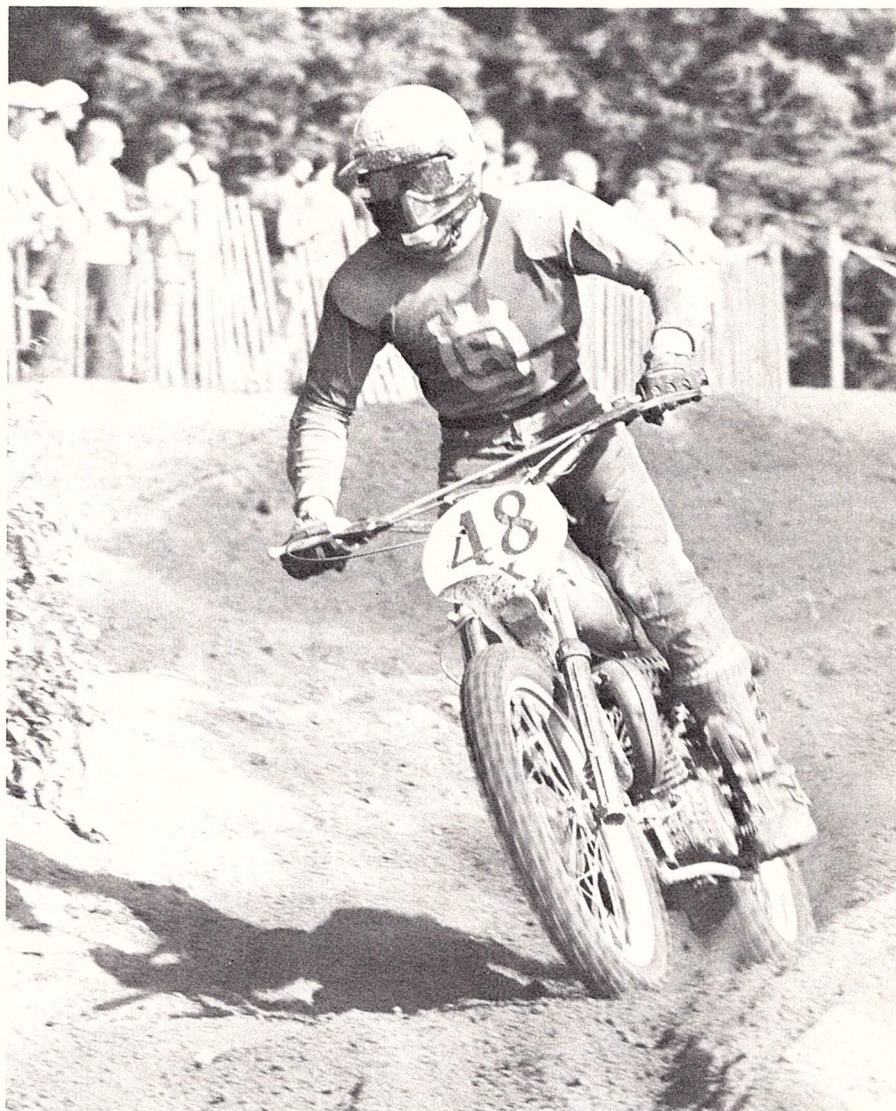
behind. Taking advantage of a momentary lapse, DiStefano moves into second and the three begin a furious dice, rocketing around the course far ahead of Karsmakers, who is now in fourth.

The way that Howerton, DiStefano and Weinert are going at it, something has to happen; and finally it does. As the three bikes drop down into Moto-Masters' "pit," Tony D. tries to move on the inside. Instead of getting the advantage he endoes, and by the time he's untangled from the bushes he's out of the race. Weinert, with DiStefano out of contention, is left to work on Howerton.

Normally known for his finishing charge, Kent Howerton is hurting at this point. You can see it in his face as he works desperately to stay ahead of Weinert, the fatigue and maybe anger. Howerton is out of

shape because a spectator crossed the track in front of him at a local race in Texas. The spectator was reportedly uninjured in the crash, but Howerton was hurt, and he's not in the shape that the hot weather and the demanding course require.

Weinert continues to move up, taking the lead soon after the DiStefano crash. And now Howerton has to try to fight off the charge of Karsmakers. Kent pushes hard, but Pierre has to finish second to take the overall. He finally gets by, too late to challenge Weinert but in time to give himself the overall win. But as happy as that makes him, Karsmakers still realizes that Weinert's second overall keeps 120



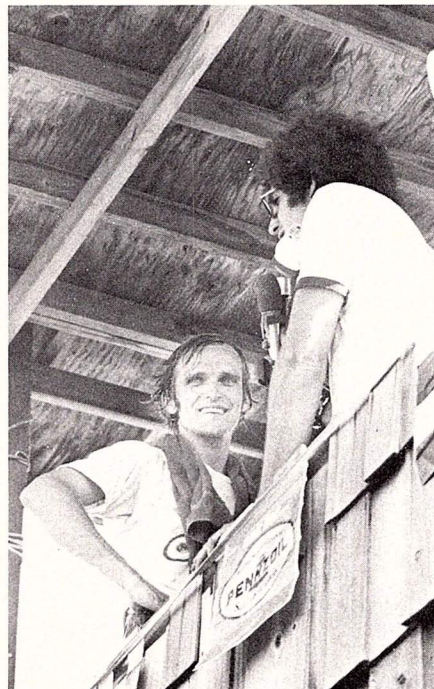
Husky-mounted John Joyner motated to a second moto win in the 250 Support class, but his first moto third cost him the overall.



Yankee-sponsored John Gurga rode his Ossa to a first and second — which was good for the 250 Support overall.



Florida's Don Kudalski came back from a last-place "center-punching" in the first Support moto to finish fourth, only to have it wasted by second moto mechanical miseries while running in second.



With three races to go, Karsmakers, the transplanted Dutchman, now lies fourth in the Series point standings for the 500cc National Championship.

points between the two in the Series standings, and he has only three races to close the gap.

SUPPORT CLASS

In a Support class seeded with frustration, local boy John Gurga took an Ossa Phantom all the way to victory. Gurga's steady riding gave him the win in the first moto, and he came back in the second to finish a relaxed runner-up to Florida's John Joyner. Others in the class didn't have things so easy.

Hard luck kid of the day was Don Kudalski. Centerpunched in the esses after the first turn (a portion of the track that was straightened out before the remaining motos were run), Kudalski had already been lapped by the time he could resume racing. Riding like a madman aboard his very stock-looking CR250 Honda, Kudalski managed to work his way back up to fourth by the end of the moto. The effort was for nothing, though. Halfway through the first lap of the second moto, while running a close second to Gurga, Kudalski's Honda simply quit, ending his day on a sour note.

Pat Moroney of Newburg, New York, had bad luck too. After finishing second to Gurga in the first moto, Moroney broke early in the second. And Don Kessler blew a rod while running in second, duplicating a problem he had had in practice. ▮

RESULTS 500cc NATIONAL MX MEXICO, NEW YORK

1. Pierre Karsmakers, Mission Viejo, CA (1-2) Honda
2. Jim Weinert, Laguna Beach, CA (3-1) .. Yamaha
3. Kent Howerton, San Antonio, TX (2-3) Husqvarna
4. Marty Smith, San Diego, CA (4-5) Honda
5. Steve Stackable, Austin, TX (5-9) Maico
6. Gary Semics, Lisbon, OH (9-7) Kawasaki
7. Billy Grossi, Santa Cruz, CA (11-6) Suzuki
8. Peter Lamppu, Van Nuys, CA (7-10) CZ
9. Tony DiStefano, Morrisville, PA (15-8) .. Suzuki
10. Jim West, South Pasadena, CA (12-13) .. Maico
11. Gaylon Mosier, Garden Grove, CA (13-20) Maico
12. Bob Harris, Windsor, NY (8-26) CZ
13. Joe Gretchen, Adena, OH (20-16) Maico
14. Johnny Borders, Montgomery, AL (22-15) Bultaco
15. Dickey Nowell, Smithfield, TX (21-17) .. Penton
16. Wyman Priddy, Ft. Worth, TX (26-14) . Kawasaki
17. John Ayers, Harrisville, PA (14-27) Maico
18. Johnny James, Atlanta, GA (23-19) Bultaco
19. Danny Weir, Big Springs, TX (25-18) ... Yamaha
20. Mike Hartwig, Lapeer, MI (40-4) Husqvarna

250cc Support Class

1. John Gurga, Johnstown, NY (1-2) Ossa
2. John Joyner, Plant City, FL (3-1) Husqvarna
3. Jeff Bonasera, Sharon, PA (5-3) Yamaha
4. Michael Prihs, Mt. Clemens, MI (7-6) Husqvarna
5. John Struk, Livonia, MI (9-5) Bultaco
6. Mike Clifford, Byram, CT (8-8) Yamaha
7. Anthony Zamton, Marquette, MI (10-10) Kawasaki
8. Karl Williams, Johnson City, NY (12-9) . Yamaha
9. William Lampman, Brooktondale, NY (15-7) Husqvarna
10. Duke McIntosh, Pontiac, MI (11-11) Honda



indoor motocross

BUILDING THE INDOOR TRACKS

Bailey plays in the dirt and comes out smelling like a rose

By Pete Szilagyi



Laying out a motocross track inside a sports stadium is like trying to cram ten pounds of you-know-what into a five-pound bag. Gary Bailey knows so well. He interrupted his schedule of motocross schools to design and build the indoor tracks at Texas Stadium and the Houston Astrodome, as well as the track in Daytona Speedway's infield. In trying to adapt an outdoor sport to a cramped, artificial environment, Gary must please three different factions: the riders, who want a long, wide, easy to pass on track; the spectators, who want to see some hairy action for their five bucks; and the stadium operators, who have nightmares about knobby tires assaulting their high-dollar furnishings. Gary's job is to strike a compromise and still build a motocross track that is more than just a bumpy TT.

Each of Gary's tracks presents special problems. Daytona was the easiest because there was a lot of space in which to lay out a course. But everything had to be artificially constructed, like trying to build a track in a Safeway parking lot. The problem at the Speedway was creating a demanding, safe layout within an area that could be seen by spectators confined to grandstands, and using native Daytona soil, which is too sandy to stay in one place during the racing. Lime rock had to be hauled in from Ocala, 80 miles away, for the jumps.

The Astrodome is comparatively large for an indoor stadium, so Gary was able to design and build an interesting track that allowed the riders to pass and lap without getting rowdy. Unlike most other playing fields, however, the Dome's surface is a special type of clay which provides a proper base for the artificial turf. (The AstroTurf is stored on giant rollers and zipped together for football and baseball use.) This special type of clay can't be mixed with the MX track dirt that Gary hauls in, or the turf will be lumpy when it's laid back down. In constructing the Dome track, Gary must be able to differentiate between two types of soil which are nearly identical in appearance.

At one end of the Astrodome's field are a set of rails that guide the movable grandstands. They are covered with plywood and dirt, but

Continued

Bailey (38) at work on a track that he himself built.



after a few laps of racing the dirt is thrown off and the riders have to search for traction on bare plywood.

Texas Stadium was a bitch for several reasons. The field's artificial turf is glued to an asphalt base; it is permanent and can't be removed for the motocross. Bailey had his crew cover the entire field with sheet rock (nearly 1000 4x8 sheets) and a plastic film to prevent water from the track from seeping through and glueing the sheet rock to the turf. Even these precautions were not sufficient; a few corners bermed up so quickly that the bikes worked their way through the sheet rock and were headed for the \$300,000 worth of fake grass. Gary had to take the tractor out between motos and knock down the offending berms.

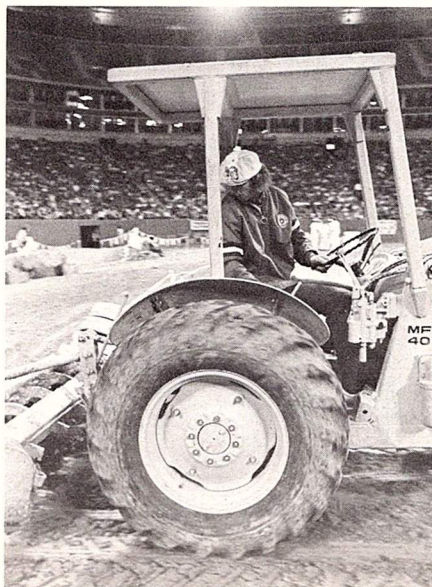
The partially domed stadium was built for the use of the Dallas Cowboys and has no accommodations for sports which might require a different sized playing surface. So, even though the structure is huge, the field is hardly larger than a college football field. Gary's Texas Stadium track was tight, very tight, and the riders had difficulty passing. A few complained, but they knew full well that Bailey had made good use of every available square foot. Texas Stadium is roughly the same size as most other pro football stadiums around the country where motocrosses might be held in the future; as a consequence, tight, twisty tracks like Dallas will be the rule rather than the exception.

When Gary is hired to build an indoor track, he begins preliminary design plans well in advance. Using a drawn-to-scale stadium diagram he maps out several options before

even setting foot on the field. It's much easier to change a track with an eraser than it is to use a \$10,000 front end loader and its \$10 an hour operator. Nonetheless, Gary's paper layout often has to be changed considerably during the actual construction.

Actual staking out of the track begins on the Monday before race weekend. One of the first items to be constructed is the over-under tunnel jump that is used at Dallas and Houston. A poured concrete tunnel was built for the first Astrodome MX in 1974. It has been replaced by a wood-framed tunnel which is infinitely more portable but can still support the weight of the earth-moving equipment used to build the mammoth jumps.

After the dirt is hauled in and spread on the field, the corners have



That tractor has the same powerband as his 400 Bul.

to be properly radiused and the jumps positioned and ramped. This involves skill; there is a very fine line between obstacles that cause crashes and those that make the racing spectacular to watch and safe to ride. Gary avoids building flat-track-style groove corners because they discourage passing. If a corner develops a groove during the races, Gary will blade it down during intermission. He drives a tractor as well as he rides his Bul. During halftime at Dallas he put on a great exhibition for the fans. "Hell," commented a Texas construction millionaire in his private Texas Stadium penthouse, "I'd hire that boy any old time."

Gary admits that neither he nor the other riders care for the jumps that he builds. They fling the bikes too far up into the air. But if the jumps were lower or more gradually ramped, the spectators sitting 50-75 feet up in the stands wouldn't be able to appreciate the effect of the bikes sailing through the air.

Like a true craftsman, Bailey himself tests each of his jumps. This can be a painful experience, since many jumps look easy but are actually killers. The only way to find out is by repeated use. At Houston Gary was limping around after ending while testing his double jumps. After he came out of shock, he hopped on the tractor and tamed down the jumps.

A unique problem presented itself when Gary was planning the tracks for the Texas dates of the Super Series. Between the pro motos, Yamaha ran their Texas High School Motocross Championships. The tracks had to be challenging enough for Pierre Karsmakers, yet safe enough for, say, Milton West of Round Rock, Texas. Says Gary: "Some of those high school kids . . . they don't think a lot." He should know; he's spent a good deal of his life trying to teach high school motocross riders to think.

If the success of the stadium-crosses held thus far is any indication, we'll be treated to many more indoor MXs in the future. Already there is talk of such events in Seattle, New Orleans and Michigan; and the Yamaha Super Series seems to be established as an annual affair. Gary Bailey might well become the first pro MX rider with a dual sponsorship from Bultaco and Caterpillar.

CLEAN SWEEP

OF THE NMA
CHAMPIONSHIP SERIES

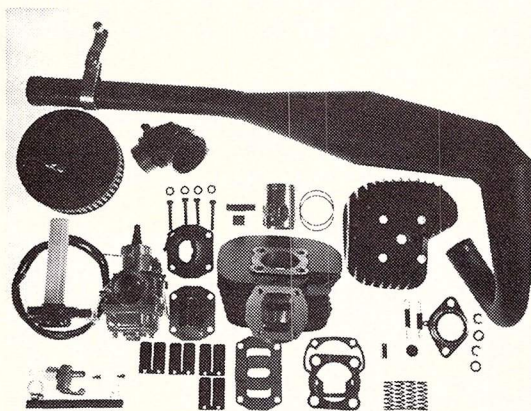
1st 83cc Stock Class

1st 83cc Modified Class

1st 110cc Open Class

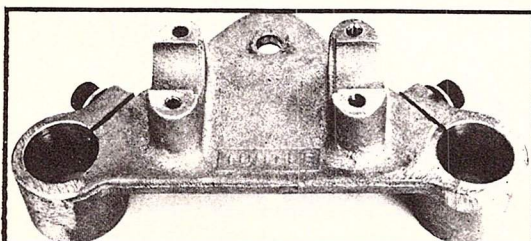
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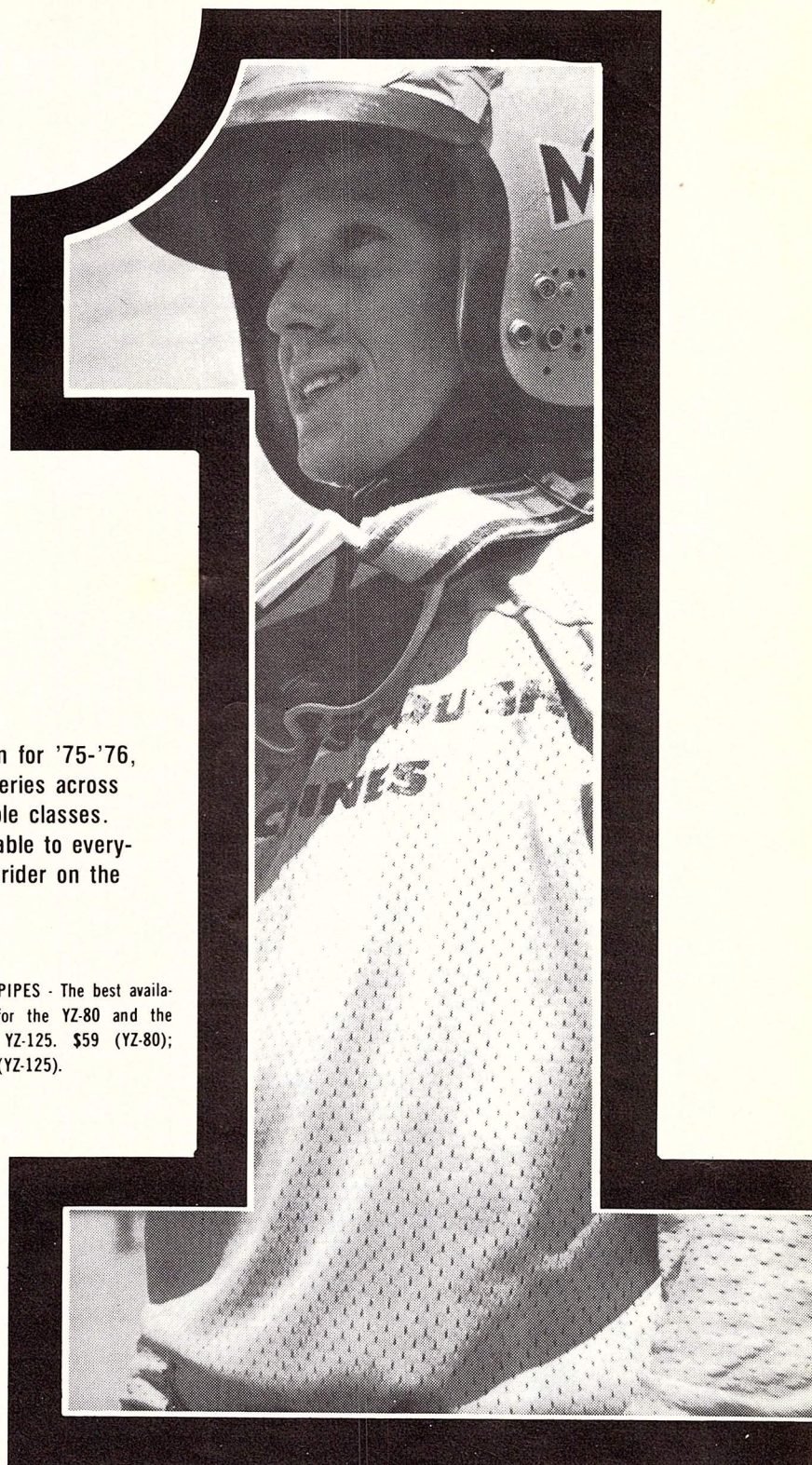
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CLASSROOM CALISTHENICS

***Not exactly graduation exercises,
but a neat way to meet the foxy
sitting in front of you***

By Terry Coughenour

Artist: Curt Evans

Seeing as everyone is back in school and racing again, I have devised a means of staying in shape while sitting through school. These exercises may be done in the classroom so as to allow you more time for other things after school, like going home with your tootsie, for instance. They also have a certain ability to make you . . . ah, get you ready . . . na, shape you up . . . no, strain every muscle in your bod. Yeah, that's it!

The first exercise starts on your way to class. You simply wait at one end of the hall till there is only one minute left before the final bell.

Then you run like hell, dodging in and around everybody in your path to make it to class before the bell rings. This exercise gets your legs in shape and makes your reactions quicker. If you find that you continually can't make it within a minute, you'd better work on your speed, because detention can get to be pretty boring after a while.

After you've made it to class, take your time walking to your seat. Teachers don't like it when you run by their desks knocking over coffee and scattering papers. As you approach your seat, act cool and wave to the cute woofie across the room. Pretend to stumble at the same time. This maneuver gets her attention and is good to test your

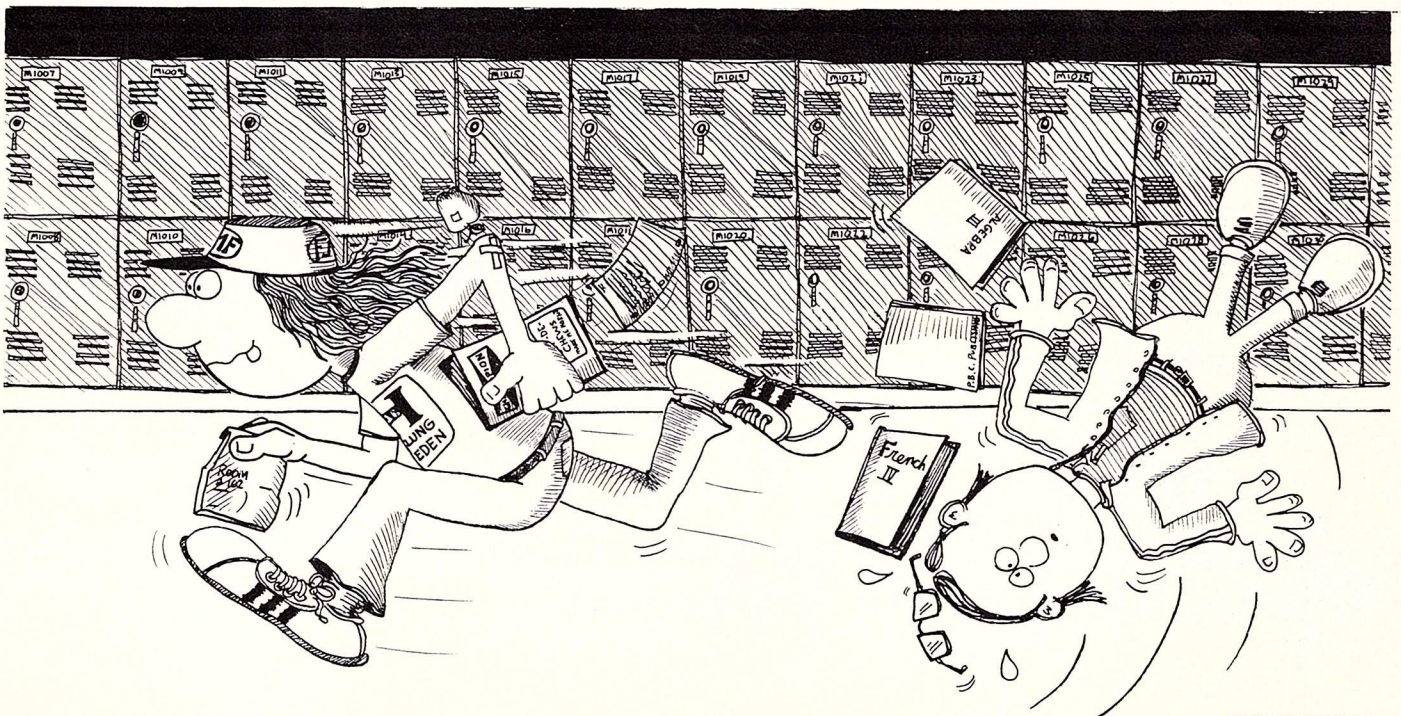
balance and reflexes because if you can't stop stumbling . . . I always wonder how a floor can make so much noise.

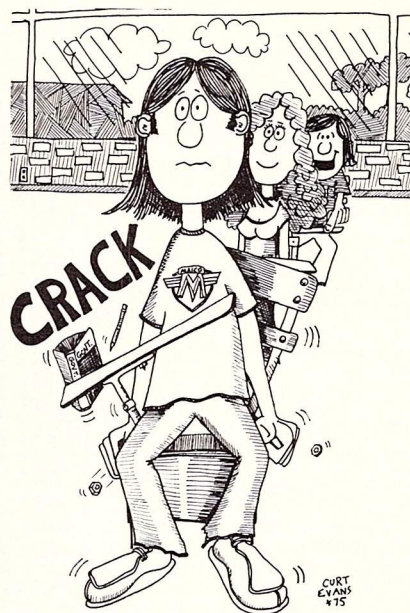
If you don't crash, you can proceed to the next exercise. Otherwise, you'll have to wait till everybody stops laughing and watching you crawl to your seat.

When the class starts to get a little boring (this takes three to five minutes), arrange your books so that it looks like you're busy, then straighten out your left leg by putting it into the aisle. Keeping your toes pointed out straight, lift your foot six inches off the floor. Don't use your hands, now. That's cheating. Besides, you'll need the use of your hand in the unlikely event that you happen to know an answer.

After a while, when you don't think you can stand it any more (sweat running down forehead, trembling chin, face contorted, blue vision), put your leg down and repeat the procedure with the other one (if you have two). Keep alternating back and forth until the girl in front of you pushes your leg down and tells you to quit monkeying with her thigh. Tell her you're sorry and that you don't know what got into you, but remember the target coordinates for when the cute woofie across the room sits in front of you.

The next exercise is grabbing onto the seat of your desk and lifting yourself up. It's very good for building your arms, but should be





done only on a desk that has a good, solid, resistant-to-breaking bottom and a steel frame. Loud cracks attract attention and desks cost more than you think. Hold this posture several minutes or until you can hear your heartbeat in your head.

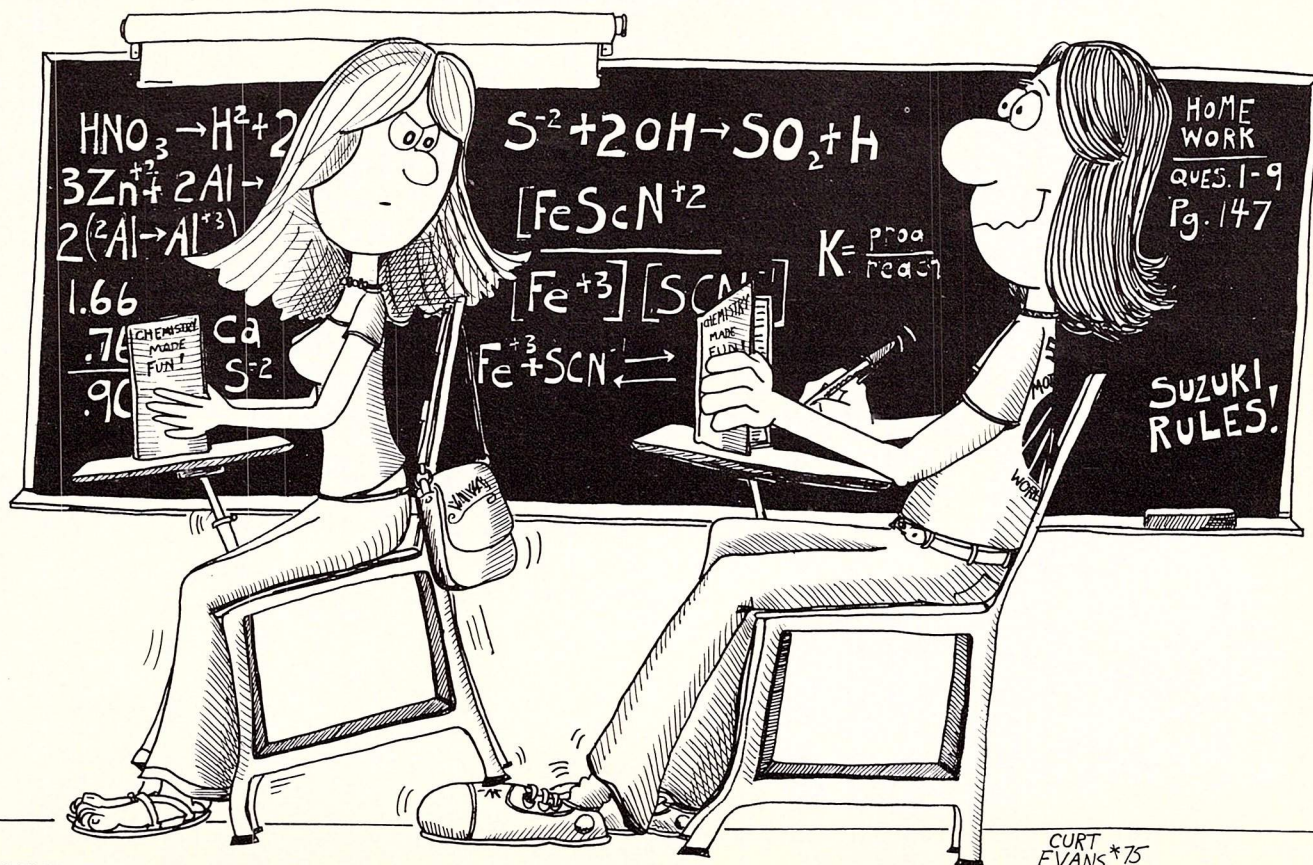
In order to shift fast and steady for a long moto, you must have a strong shifting foot. The next exercise is designed specifically for this purpose. Simply put the toe of your shifting foot under the leg of the chair in front of you and lift it up and down slowly. Continue till the

person in front of you tells you to stop it or she'll pound your Suzuki into the ground with her Montesa. Assure her that it will never happen again but start wondering just who that *was* in front of you for the entire race last Sunday on a Montesa. I must warn you that you should only attempt this exercise if the person in front of you is a lightweight. Smashed toes don't work well for shifting and your screams will tend to wake up all your friends.

At this point the period should be about over. Went fast, didn't it, and

you can get ready for the *finale*. This exercise gets you fine-tuned for those terrific holeshots. Sit tense and ready at your desk, books in one hand, lunch bag in the other. One foot should be out in the aisle for position, the other against the leg of your chair for traction. As you hear the first ting of the bell clacker, gassit WFO for the door. It only counts if you're the first one out. Make sure it's the right bell, however, or you'll just have to think up a bunch of new exercises in detention hall.

III



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Jofa MX Gloves	\$17.95
J.D. Shoulder Pads	\$15.95
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WRENCH WRACING

Cont'd. from page 10

more than two hands. At this point check to see if everything connecting the engine to the frame (cables, wires, brackets, bolts, etc.) has been removed.

In order to actually remove the engine from the frame, straddle the seat as you normally would and reach down, grasping the sidecases with your hands. You're not in the proper position unless the tank mounting stud is firmly imbedded in your chest or the handlebar cross-brace is bending your nose back at a 45-degree angle. Now, lift up on the motor. You may have to tilt it forward or backward to clear the engine lugs from the mounting tabs all at the same time. Don't try to force anything, because there is a place where the engine will slip right out of the frame with no hang-ups. It stands to reason; they got it in there, didn't they?

Once the engine is free, you'll find that you can't remove yourself from the bike unless you let go of the engine. Rest it against a frame tube

and steady it with one hand while you get off, or else have your honey hold onto it for a second.

Now that you and your engine are free of the motorcycle proper, pick it up and carry it over to the workbench. Remember — when you lift heavy things like an engine, keep your back straight and squat down and lift it with your legs. Don't bend over and lift it with your back or you'll strain your back muscles.

When you get over to the workbench, hold the engine awkwardly with one hand and your chin while you clear a place with your other hand — unless, of course, you've had the foresight to clear a spot in advance. Or you may just be one of those weirdos who keep a tidy workbench. In any event, you have just succeeded in removing your engine from your bike, an accomplishment you heretofore thought was strictly in the realm of bridge building and other weighty technological endeavors. The truth of the matter, Irv, is that you can do anything if you want to.

KAWASAKI KARBS

Dear MXA:

On page 55 of your May issue is a Kawasaki with a trick carburetor setup. Can I get one like that from Kawasaki?

Crash N. Burns
Lahaina, Maui, Hawaii

I looked at page 55 of the May issue and there wasn't a picture of a Kawasaki. You dunderhead! You think I've got time to thumb through 30 back issues of MXA to find out what the hell you're talking about? At any rate, there is an external mounted carburetor kit for rotary valve Kawasakis of the 90, 100, 125 and 175 variety available from Skunk Works Engineering, P.O. Box 203, Destin, Florida 32541. You can find the details in the Skunk Works ad on page 16 of the September issue. Do you think you can find it?

BACKWARDS ENGINE

Dear Ardimos:

I was wondering why no one has designed a bike with the carb in front of the cylinder and the exhaust pipe to the rear. The way it is now, the pipe has to make a 180-degree turn to get to the rear, but if the

Continued

FOLLOW IN
ROGER DeCOSTER'S BOOT STEPS

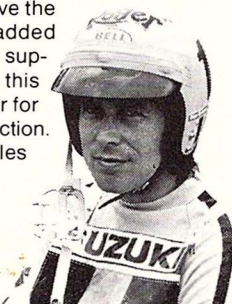


Take a boot designed by a 3-time World Champion and manufactured to Torsten Hallman's exacting specifications, and you have the Roger DeCoster boot! Padded skin and ankle, steel sole support and steel toes make this boot one you'll want to wear for maximum comfort and protection. Quick release positive buckles are just one of the many features that a world champion demands. And it's available with sure-grip soles for enduro riders. 1975 Catalog \$1.00

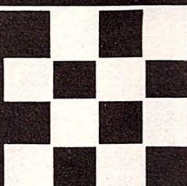
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113	Honda	XR75	D	Red	\$32.95
114	Honda	SL100/125	D	Red	\$34.95
115	Honda	XL100/125	D	Red	\$34.95
116	Honda	CR125	D	Red	\$49.95
117	Honda	MT125	UP	Red	\$49.95
118	Honda	MR175	UP	Red	\$49.95
119	Honda	XL250	D	Red	\$59.95
120	Honda	CR250	D	Red	\$59.95
121	Honda	CR250MI	UP	Red	\$64.95
122	Honda	MT250	UP	Red	\$59.95
123	Honda	XL350	UP	Red	\$39.95
211	Yamaha	GT150	UP	Yellow	\$42.50
212	Yamaha	Y280	UP	Yellow	\$42.50
213	Yamaha	100MX A&B	D	Yellow	\$49.95
214	Yamaha	125MX A&B	UP	Yellow	\$49.95
215	Yamaha	AT11/2/3 MX	UP	Yellow	\$49.95
216	Yamaha	Y2125	D	Yellow	\$49.95
217	Yamaha	Y2125 Mono	UP/D	Yellow	\$49.95
218	Yamaha	DT2/RT2 MX	UP	Yellow	\$59.95
219	Yamaha	Y2250C Mono	UP	Yellow	\$65.95
220	Yamaha	DT2/RT2 End.	UP	Yellow	\$55.95
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416	Kaw	KX450	D	Green	\$59.95
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#714	SUZUKI TM125
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125/175 ARMS 2 position . . . \$109.00	
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#720	CZ all 250 up
#721	SUZUKI 250 up
#722	HUSKY Exc. 125
#723	BULTACO all MX
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*****SPECIFY: MODEL & YEAR*****
*All arms include all necessary hardware and easy instructions. Some come with hollow axles.

D.I.D. or SUN Rims

D.I.D. \$39.95 each
SUN \$36.95 each
Specify YEAR — MAKE — MODEL, FRONT — REAR.

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Scott USA \$12.95
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K-SU1 TM100/125 frt.
K-SU2 TM100/125 rear
K-SU3 TM250/400 frt.
K-SU4 TM250/400 rear
K-SU5 TS125/185 frt.
K-SU6 TS125/185 rear

MAICO

K-MA1 Fr. to early '75
K-MA2 rear to '75
M-MA3 Frt. late '75 GP
M-MA4 rear '75 GP
N-MA5 GP R/H No. plate
N-MA7 GP L/H No. plate

CZ

K-CZ1 CZ all front
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K-CZ3 CZ all mudguard

HONDA

K-HON1 All front Els.
M-HON2 125 rear Els.
M-HON3 250 rear Els.

KAWASAKI

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M-KAW2 KX125 rear
K-KAW3 KX250/450 frt.
M-KAW4 KX250/450 rear

HUSQVARNA

K-HU1 125 front
K-HU2 250 frt. thru '74
K-HU3 175 '76 GP
K-HU4 250/360 GP frt.
K-HU5 Rear to '73 1/2
K-HU6 Rear all to '74
K-HU7 Rear '75 GP
L-HU8 Carb cover to '74
K-HU9 Mudguard to '75
M-HU10 Seat base to '74

PENTON

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M-YAM3 MONO 125 rear
M-YAM4 MONO 250 up rear

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N 6.95

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WORKS SEAT KITS incl. special cover, special hi-density foam, adhesive, easy instr. A softer higher seat, cuts fatigue, used by Int. champions.

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#611	CR250 ELSINORE
#612	XR75 HONDA
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#617	PENTON late GP
#618	OSSA PHANTOM
#619	HODAKA MX
#620	BULTACO MX
#621	Y280 YAMAHA
#622	YAMAHA MX
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#624	YAMAHA 250 MONO UP
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MOTO-TECH super tough, light, comfortable MX pants. Heavily padded with heavy duty zippers and have their own belt. Seat and inner legs are lined for heat protection. A really top value. Order waist size only. **ADULTS** 26" — 28" — 30" — 32" — 34" — 36" — 38".
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#912 HONDA CR125 Elsinore style \$36.95
#913 HONDA CR250 Elsinore style \$36.95

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#1011 UPSIDE DOWN KONIS w/ ALUM BODIES, 12.9" and 13.4"; also 11.9" & 13.9" w/bodies \$129.00
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#1018 BOGE STD. All sizes incl. springs . \$59.00

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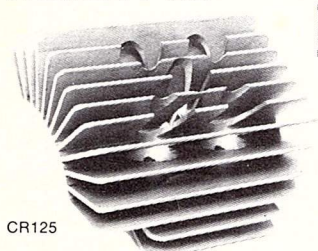


Book of Tricks for 1975 \$1⁰⁰

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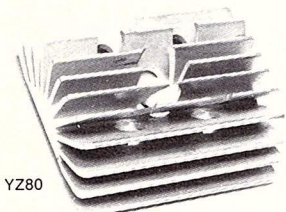
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CR125

DG's 1976 model 17-fin Radial Head

A totally new design concept: new combustion chamber provides more horsepower instantly. Dyno-testing shows the 17-fin design reduces head and exhaust temperatures by as much as 100 degrees. New manufacturing method keeps price low. Available now for CR125 ... \$39.95 and a new 13-fin model for YZ80 \$34.95



YZ80

NEW! NEW! NEW! NEW Radial Head for YZC Mono and Suzuki RM125 \$39.95

Now available from DG

The Gas Girling Shock

What makes the Gas Girling so great? Just ask Heikki Mikkola—they're the ones he won with. Available in 11.8 or 13-inch; specify 80, 90, 100, 110-lb. spring rate (springs included) ... \$98.50/pr.



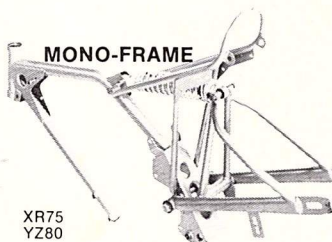
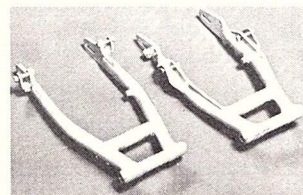
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The famous DG swing arm in either the forward-mount or lay-down design is now manufactured from weight-saving aluminum at no increase in price. (\$109.95 most models.) Available for Honda, Suzuki, Kawasaki, Yamaha (soon available for others.)

LAY-DOWN

FORWARD-MOUNT



XR75
YZ80

DG's Mono-shock frame uses 4130 chromoly with gold-anodized cadmium plating. Heliarc welded for max. strength. Won't scratch, chip or peel. Stock components fit. Frame only

XR75	\$295.00
YZ80	\$325.00
with Gas Bilstein shock	
XR	\$349.00
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SOON AVAILABLE CR MONO-FRAME



125YZC (Mono) PIPE

Dave Williams won the Mammoth Mountain Motocross with this pipe ... \$48.95

Suzuki RM125 Pipe \$48.95



Available from DG

The New Inter-Am Solid-Stock Aluminum Handlebars AMA-approved

The super-light, super-strong, SUPER BAR by Inter-Am. Made from #2024 solid-stock anodized aluminum, with almost twice the bending resistance of chromoly and almost 4 times that of mild steel. And, no more cross bar to loosen your teeth. Available in beautiful anodized Silver, Gold, or Black ... \$14.95

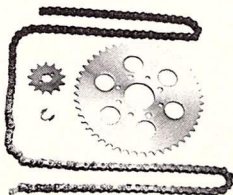
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Marzocchi Gas Shock
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High quality rubber; accordian design. Protect front fork works. Black, also in red, yellow, or blue.

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Eliminate chain problems on your CR125. Uses 520 chain. Countershaft drilled and tapped. Horseshoe-clip included. Rear teeth: 48, 49, 50 or 51. Front teeth: 12, 13 or 14. ... \$42.95

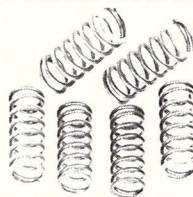


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Complete freedom of movement with maximum protection. Shoulder caps and biceps of white, shock-resistant polyethylene. Chest and back of poly reinforced foam. Covered with yellow, moisture-proof Nyltex nylon. Fully adjustable Velcro straps—comfortable, form-fitting without bulk. Very lightweight ... \$39.95

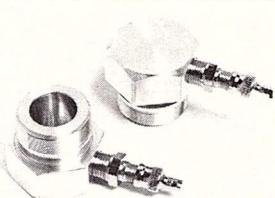
Heavy Duty Clutch Springs

For CR125. Adds to clutch life, stops power loss due to slippage. Set of 6 ... \$6.95



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JT Racing "Phase II" FOAM AIR FILTER

Available for most models of racing bikes. Prices vary.



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\$23.95

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Manufactured from unbreakable urethane with anti-slip surface. Has that just-right flex and an extra wide tail for better footing. The trucks are specifically designed for skate boards. Urethane board has 100% guarantee against breakage. Available in red, yellow or blue.

DG is proud to offer

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Superior quality. Manufacturer guarantees materials and workmanship for 3 months. 100% lambskin, fully padded. S, M, L, XL. ... \$28.85/pr.



Finn Fighter "707" FACE MASK

Developed by JT Racing, Heikki Mikkola, and KOHO of Finland, new design features venting to provide more "breathable" air and cooler circulation of air; adjustable to wear close in, far out, tilted; shatterproof, bends but doesn't break. Streamlined look in red, white and blue Mikkola colors ... \$8.95



DEALER INQUIRY INVITED

WRENCH WRACING

Continued

exhaust port was facing the rear to start with, the pipe could travel in a straight line and you should be able to get more power. The engine might cool better also because the wind wouldn't be heated by the pipe before it hit the cylinders. Do you know of any bikes like this, and if not, what do you think of the idea?

Greg Lefebure
Menlo Park, California

The idea has its good points and its bad points. A straight exhaust pipe would give a slight power increase and a front-mounted carburetor would also benefit from a supercharging effect produced at high speeds if the carb drew intake directly from the airstream. However, a backwards engine would not cool better, as you believe. It would cool worse. The exhaust side of an engine runs considerably hotter than the intake side, because it involves itself with high temperature exhaust gasses while the intake side is constantly cooled by gasoline vapors. That's why the exhaust side of the engine is placed up front, so it will benefit most from the direct blast of the cooling wind. And I don't believe the cooling wind is much affected by the exhaust pipe. Also, on a large-displacement engine, in order for the exhaust pipe to be long enough to provide a proper state of tune, it would have to stick out way beyond the back wheel (which is in violation of AMA rules, heaven forbid) unless some bends were put in it — which would be defeating the purpose. Can-Am demolished the 125cc land speed record a couple of years ago with an engine of just such a design. It was water-cooled (see?) and was built specifically for Bonneville, and it did make a lot of horsepower.

SNAKES ALIVE

Dear MXA:

What mean-um "chronic herpophobia?"

Brian Hunt
Green River, Utah

It means Jimmy Weinert is afraid of snakes.

MOTOCROSS ACTION MAGAZINE

BACK ISSUES

Sept. 73
Maico 450

Feb. 74
Montana MX

Sept. 74
Yamaha
Motoshock

Nov. 74
DeCoster at the
U.S. Grand Prix

Jan. 75
Elsinore
Fork Kit

Oct. 73
The GP Riders

March 74
Biggest Race

Nov. 73
Yamaha YZ

April 74
Combat Wombat

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Marty Tripp
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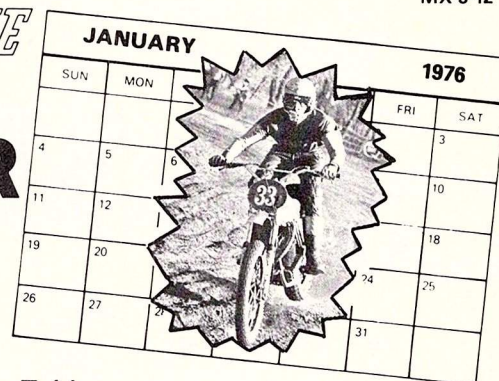
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Enclose entire ad.

MX-3-12

1976 DIRT BIKE COLOR ACTION CALENDAR

12 Full Color
Action Photos
... Map of AMA
Region Locations ...
Metric System Conversion Tables.



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Enclose \$1.50 plus 50 cents postage for each Calendar ordered.

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MX-3-12

ON THE MAINJET

Cont'd. from page 5

A little while later another bike magazine editor told me that DeCoster was looking for me. I thanked him and headed for the

pits. As I got near the starting gate the riders were lining up for the second 250 International. I stopped outside the pit area and yelled to Roger. He motioned for me to come over and I motioned at King Kong and said I couldn't. This guy was

standing about five feet from Roger and Roger looked at him, got off his bike laughing and came out in front of the start line to talk to me while his mechanic was holding the bike and the race was about ready to start. Roger said to meet him in the pits after the moto, and I told him I'd try, but this King Kong guy was getting to be a major. Tex Myers, the assistant to Light Brown and DiPrete, told me that if the guy gave me any more trouble to have him see him and he'd clear me into the pits. After the moto I got into the pits and was talking to Roger when King Kong was on me. He's really moody this time and I told him to talk to Tex. He wasn't having any and gave me five seconds to leave. I left!

A half-hour later Tex saw me and I told him the guy was really on an ego trip but thanks anyway. Tex took off his credential and gave it to me and said to use it because he didn't need it to get back and forth to the pits.

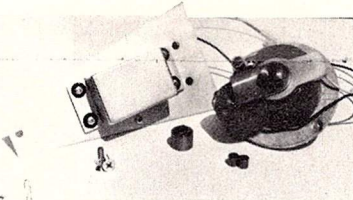
After the next race ended I headed for the pits feeling that I now had the upper hand and King Kong

Continued

SUPER CDI SYSTEM

for XR-75s,
YZ-80s, MR-50s
& CR-125s

JUST \$175



IT'S NEW!
IT'S LESS EXPENSIVE!
IT'S BETTER!
AND IT'S HERE!

Manufactured by Speed'n Sport and distributed by J & H, this capacitor discharge ignition system produces constant voltage at high or low rpm, eliminating starting problems and most spark plug fouling. Breaker points are not used so this constant trouble-source is removed. The system cannot get

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Speed'n Sport CDI systems are shipped complete with coil, spark plug cover, mounting hardware and full instructions.

J & H

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Rush your CDI system. Check or Money order for \$175.00 enclosed.

Dept. MX-12

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MIKKOLA GLOVE

The glove that is becoming the 1st choice of the top European and American riders! This one — the MIKKOLA MODEL — is an exact replica of the glove that Heikki Mikkola used during the 1975 season. **Made of LAMBSKIN** — this glove conforms to your own hand better each time it is used. It is designed for serviceability by using a second layer of leather and a special stitching process for the palm padding as well as the thumb protection area. The black protective padding on the back gives the protection demanded by the serious rider. The MIKKOLA MODEL is a bright red leather with black protective padding on the back. Each pair carries the same 3 month warranty that has made JT gloves the best buy in racing equipment today! Once again, JT leads — while others follow.



HEIKKI MIKKOLA
WORLD CHAMPION



RUSH MY GLOVES!

pr. MIKKOLAS — Red/Black — \$30.85 ☐ YES! Put MY name on the knuckle — \$5.00

pr. JT TIBBLINS — Orange/Black/White — \$28.85 (Limit 7 letters) NAME: _____

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ON THE MAINJET

Continued

could go suck on a banana. When I got there King Kong was busy baiting another photographer and didn't notice me for a while. When he did he didn't waste any time. He headed right for me and asked me for my credentials while I stood there with a couple of riders and mechanics. I triumphantly showed him Tex's credential, and he said it was no good because there was no signature and that he was confiscating it. I looked over at Bill McElroy, the AMA guy working the starting gate, and told him to tell Tex that I was giving up, and that King Kong now had his credential. If it hadn't been so ridiculous I would have really been upset. As it

was, it was typical of the whole Superbowl affair. During the night most of the magazines, including us, talked about not bothering to devote any space to it. However, the only ones we would be hurting are the riders, and we don't want to do that.

To top off the evening, on the last lap of the 250 International moto, before the race was over, the crowd swarmed into the infield from the grandstands. They crossed the track where riders were still racing and the previously diligent guards were nowhere in sight. I got to my camera case just before the main mob hit the center of the infield. They were ripping off everything not tied down, and the guy next to me reached his camera case five feet behind the kid who disappeared with it into the throng of people. My case is aluminum and about the size of a small suitcase, and weighs about 25 pounds. As a band of kids were running by I noticed one black kid who was decking smaller kids as he ran by them and was heading my way. My case caught him right below the neck. As I heard him grunt when he hit the ground I sorta wished it had been King Kong, but he was probably hiding.

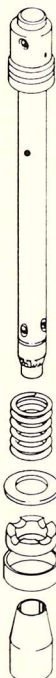
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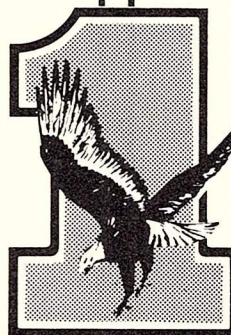
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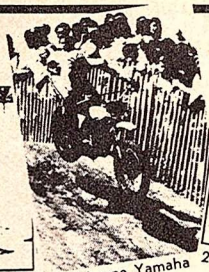
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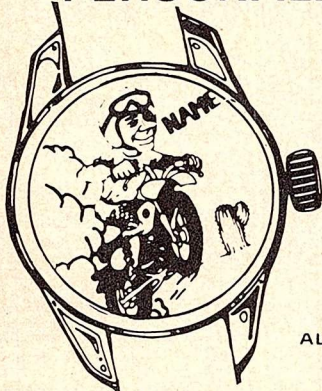


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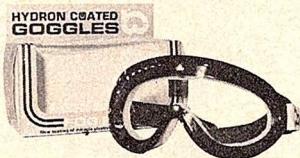
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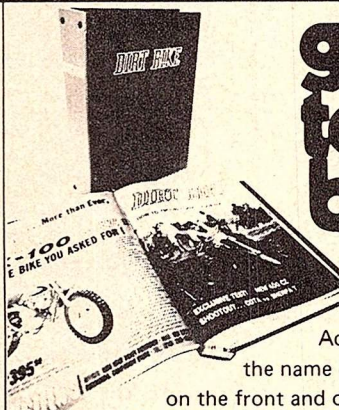
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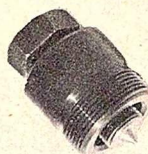
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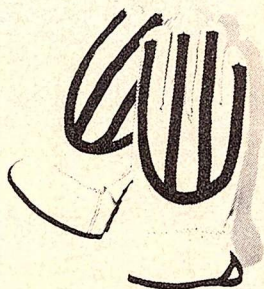
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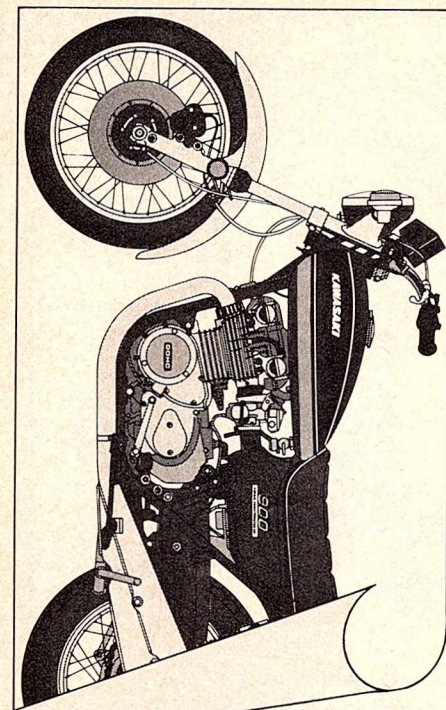
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MX-12

MAIL ENTRIES

Cont'd. from page 12

Dear MXA:

Your September "On the Mainjet" was very interesting. The story on the 500cc National in West Virginia told the whole muddy mess, and the Can-Am MX2 250 sounds like a great bike, but I really hated the 14 cents postage due on my MOTOCROSS ACTION this time.

Scott Walton
Stanton, California

(Tell 'em the computer did it, Dick. That always sounds good. —ass. ed.) (We came in really late one night from a test session and found the publisher, Mr. Golden, beating the computer into submission with a fence post. —ed.)

LACKEY RULES

Dear MXA:

Brad Lackey could beat any rider in the world with two broken arms, two broken legs and a temperature of 123.9.

Richard Engleman
Green River, Utah

Continued

DIRT BIKE

MAGAZINE

Okay, you all know that a bright colored, vented DIRT BIKE racing jersey is a desirable unit. You've seen Ake win the '72 Trans-AMA one. You've seen John DeSoto wearing one in the '73 Trans-AMA. But you couldn't get one, could you? Well, nobody could. Those were special factory prototypes. Now we have them. Regular replicas, even better than the prototypes cause these have the reinforced elbows and the DIRT BIKE logo on both sides. Get your DIRT BIKE Racin' Jersey now, while they last.

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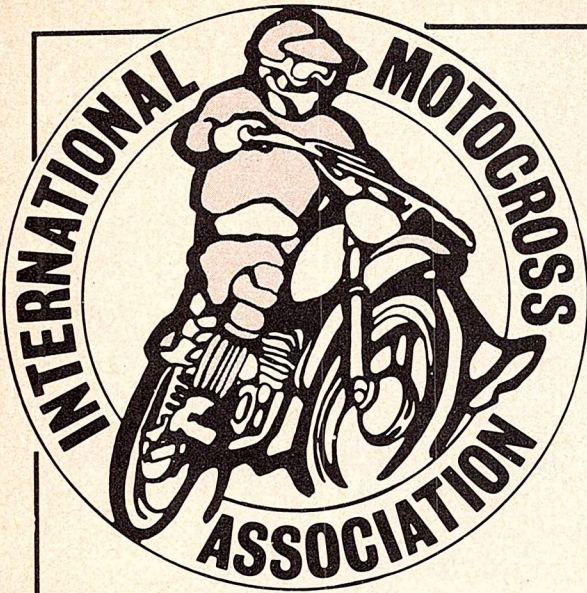
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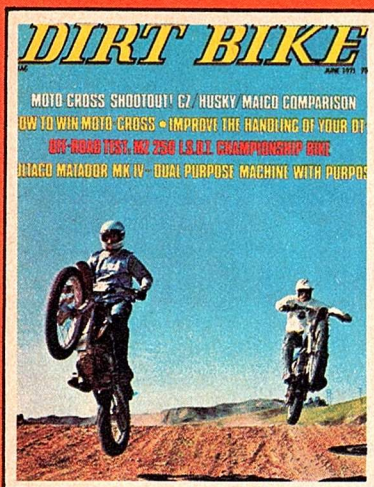
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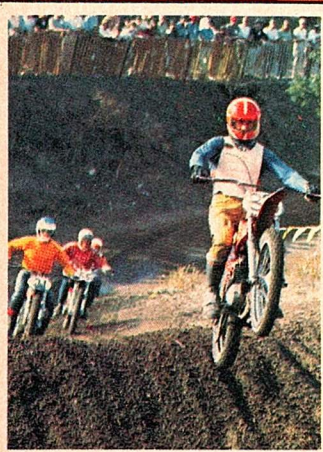
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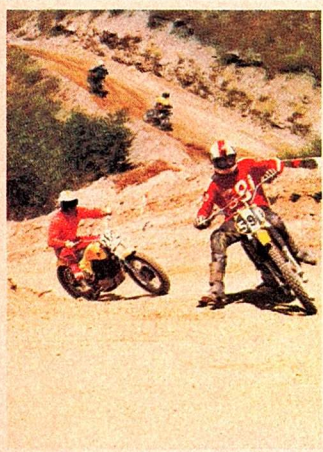


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3. JIM CONNOLLY INDIAN DUNES

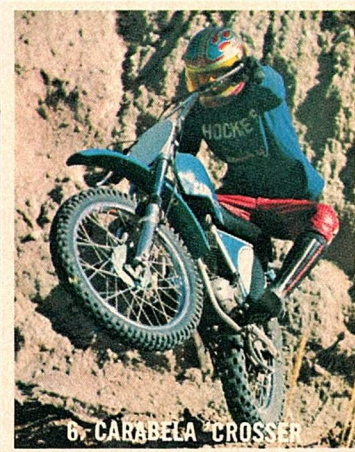
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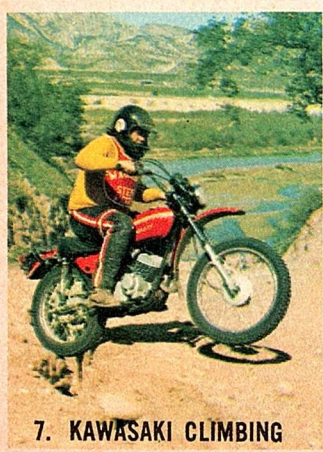
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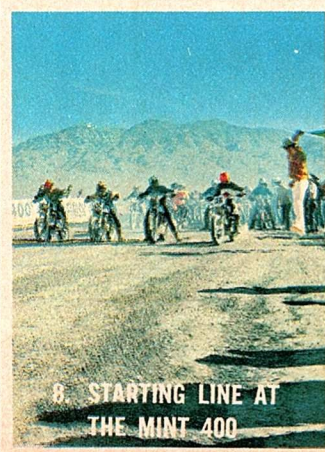
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MAIL ENTRIES

Continued

SPEAKING OF SCREW-UPS

Dear Sirs:

I saw the September issue of MXA on the stands a few days back. This was strange, since I hadn't gotten my subscription copy yet. I usually get mine very early. I hope there's no hard feelings, but if you don't send it on time, I'll tell everyone what WFO means.

Tom Ruvolo
Vandenberg AFB, California

HOW SOON THEY FORGET Hey MOTOCROSS ACTION:

Who is Pete Szilagyi?

Rudolfo C. Ocasion, Jr.
San Leandro, California

AUTOGRAPH HOUNDS

Dear MXA:

I would be forever grateful if you could get me pictures and autographs of Steve Stackable, Billy Grossi, Jimmy Ellis, Roger DeCoster, Ken Roberts and Marty Smith.

Mike Thomas
Hickman, California

(Who is Ken Roberts? —ed.)

U.S.G.P. vs. SUPERBOWL

Dear Baz:

I went to the U.S.G.P. at Carlsbad and despite all the hassles with parking, the drive and the \$8 admission, I thoroughly enjoyed

myself and wouldn't hesitate to go to the next one. So I went to the Superbowl thinking it would be similar to the G.P. Boy, was I in for a surprise! I know now I'd rather go bowling than go to another Superbowl. And I hate bowling. Plus I think Larry Huffman is the biggest dildo I've ever heard or seen.

Jim Safford
La Canada, California

HE WANTSTA KNOW

Dear Mail Entries:

Look, I read your mag every month. So please, PLEASE tell me what WFO means.

Mike Shields
Nashville, Tennessee

GOT THE OHIO BLUES

Dear Mail Entries:

I live in Cleveland Hts., Ohio, and it's a bummer. I mean the closest place to ride is about 30 or 40 miles from where I live. I love motocross and I WANT TO RACE IT!!!

Joe Snyder
Cleveland Hts., Ohio

CLUEY??

Dear MOTOCROSS ACTION:

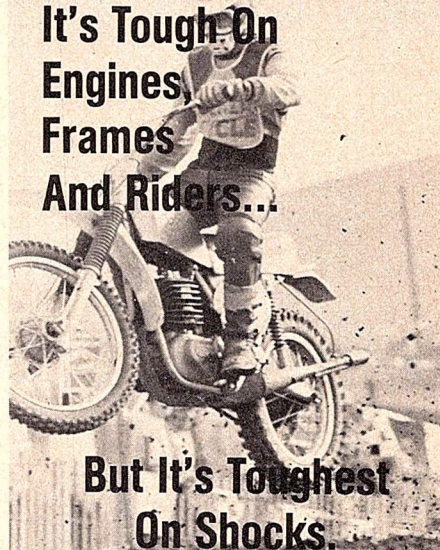
I find, out of all the motocross magazines, yours is the most informative and cluey.

Alan Peck
Victoria, Australia

(What mean-um "cluey"? —ed.)
(You think maybe he mean-um "screwy"? —ass. ed.)

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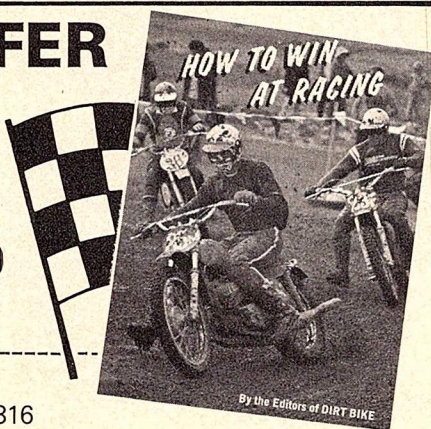
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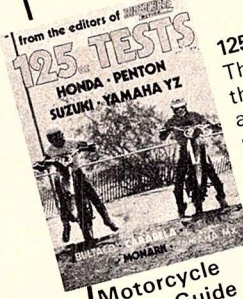
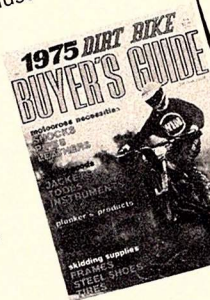
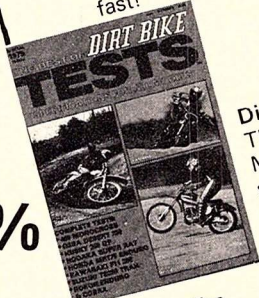
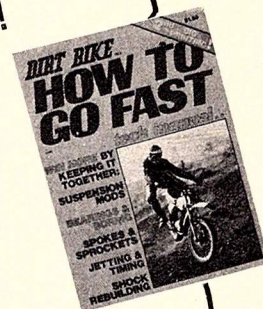
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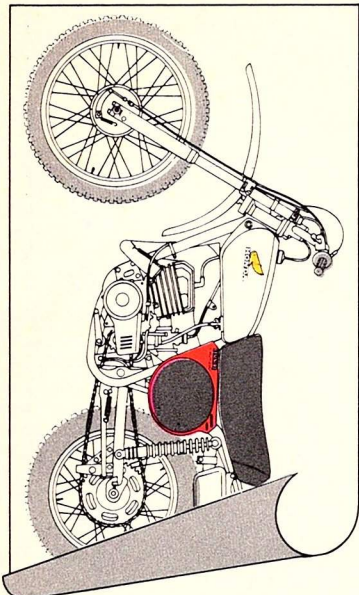
BERM SHOT



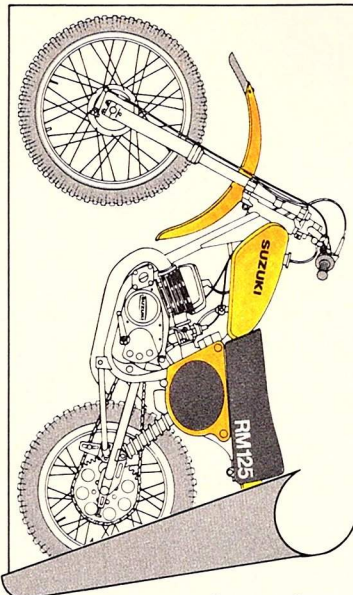
Photo by Dan Peters

*Jim Pomeroy is caught doing his
tight-wire act at Saddleback*

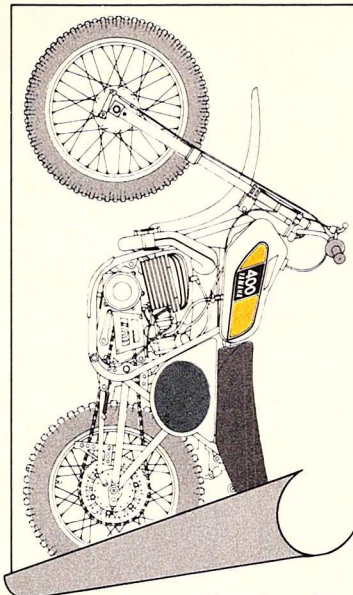
Honda CR-250M



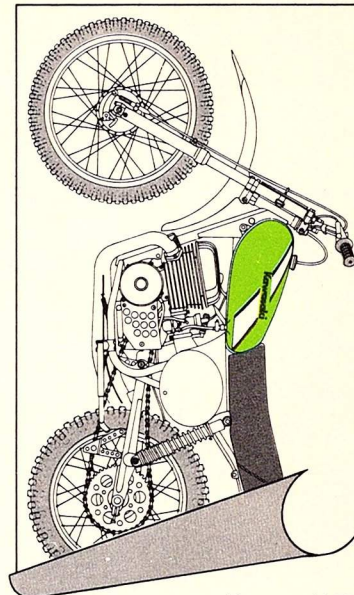
Suzuki RM-125



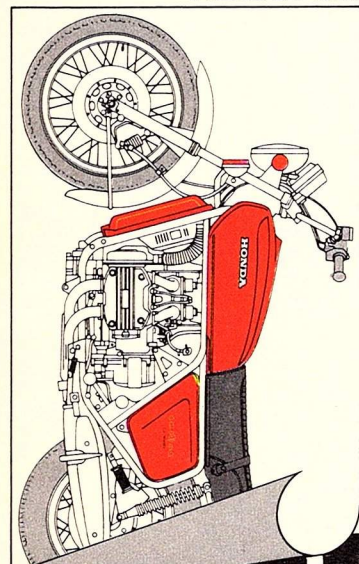
Yamaha MX-400



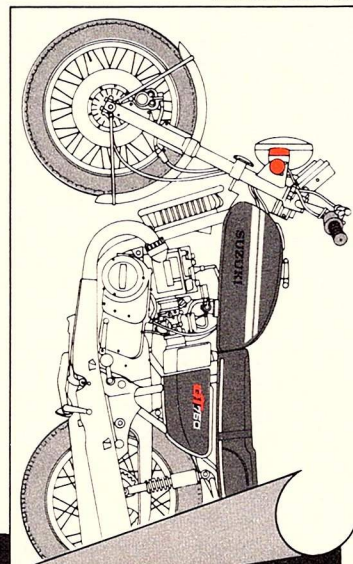
Kawasaki KX400



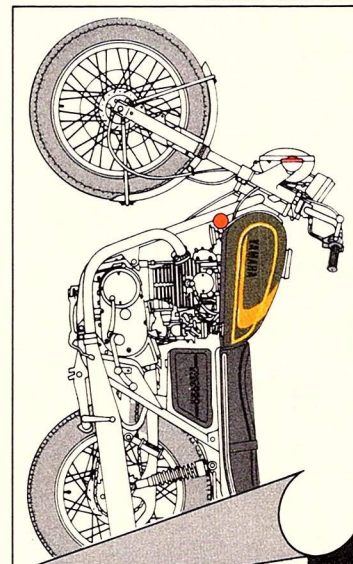
Honda GL-1000



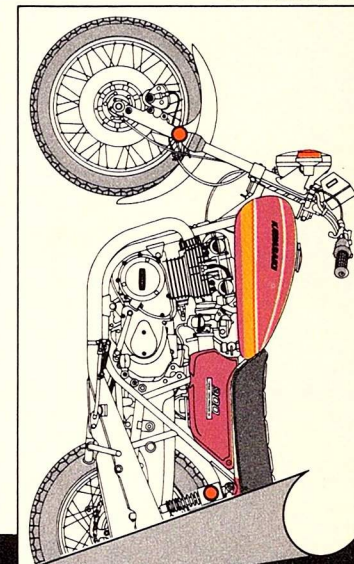
Suzuki GT-750



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